



Oxford Flying Club Flight Operations Incident Report (FOIR)

To: OFC Safety Officer	From: [REDACTED]	Date: May 2, 2020
Note: Refer to Club website	Note: Name is optional but helpful.	
1. Type of Event - check all appropriate responses		
<input checked="" type="checkbox"/> Altitude Deviation	<input type="checkbox"/> Runway/taxiway excursion	<input type="checkbox"/> Foreign Object Damage
<input type="checkbox"/> Navigational Deviation	<input type="checkbox"/> Runway Incursion	<input type="checkbox"/> Severe Wake Turbulence
<input type="checkbox"/> Communication Error	<input type="checkbox"/> Severe Turbulence	<input type="checkbox"/> Collision Hazard
<input type="checkbox"/> Severe Icing	<input type="checkbox"/> Aborted Takeoff	<input type="checkbox"/> Other
2. Weather Conditions - check all appropriate responses		
<input type="checkbox"/> IMC	<input type="checkbox"/> Thunderstorm	<input type="checkbox"/> Icing
<input checked="" type="checkbox"/> VMC	<input checked="" type="checkbox"/> Turbulence	<input checked="" type="checkbox"/> Crosswind
<input type="checkbox"/> Precipitation	<input checked="" type="checkbox"/> Wind shear	<input type="checkbox"/> Other
3. Time/Date - check or fill out all appropriate responses		
Month <u>5</u> Day <u>2</u> Year <u>2020</u>	<input type="checkbox"/> 0400-0759 local time	
<input checked="" type="checkbox"/> 0800-1559 local time	<input type="checkbox"/> 1600-1959 local time	<input type="checkbox"/> 2000-2359 local time
4. Mode of Flight		
<input type="checkbox"/> Ramp	<input type="checkbox"/> Climb	<input type="checkbox"/> Descent
<input type="checkbox"/> Taxi	<input type="checkbox"/> Cruise	<input checked="" type="checkbox"/> Approach (Practice)
<input type="checkbox"/> Takeoff	<input type="checkbox"/> Holding	<input type="checkbox"/> Landing
5. Action Taken - check all appropriate responses		
<input type="checkbox"/> Performed Emergency Proc.	<input type="checkbox"/> Declared Emergency	<input type="checkbox"/> In-Flight Engine Shutdown
<input type="checkbox"/> Followed Checklist	<input type="checkbox"/> Requested Crash/Rescue	<input type="checkbox"/> Divert From Dest. Airport
<input type="checkbox"/> Requested Medical Assist.	<input checked="" type="checkbox"/> Other	
6. Safety Officer, or his/her designee, Initial Assessment		
Probability: 3	Severity: 1	
Resulting Risk Code: 1	Note: Risk Assessment Code of 5 requires immediate notification of Club President.	
7. Comments or Suggestions (Use additional sheets as necessary)		
<p>While on a practice approach to ILS 36 OXC I descended to 2500' MSL, the chart altitude for the segment. It was quite turbulent and 150' of altitude was lost breaching the upper limit of airspace for KJSD by 150'. Correction to exit the D airspace was made immediately. Nasa form was submitted. (Not attached)</p> <p>KJSD = Sikorsky Aircraft Private field.</p>		
8. Safety Officer, or his/her designee, Investigation summary:		
Safety Officer, or his/her designee, Name: Alan Amato		Date: July 4, 2020
Tracking # (assigned by Safety Officer): FOIR-2020-001		
Summary: The pilot and CFI responded properly. It is recommended that after CUTMA intersection pilots remain at 3,000' until glideslope intercept. Then fly the glideslope down to KOXC which will keep the aircraft clear of KJSD airspace.		
9. Notes		
a) If a NASA form was filed (Strongly Recommended if practical), please attach a copy to this report.		
b) For confidentiality, this form may be delivered to any Safety Committee representative.		
Thank you for your interest in your Safety Program.		