

ASRS Database Report Set

Rotary Wing Aircraft Reports

Report Set Description.....A sampling of reports involving rotary wing aircraft.

Update Number.....37

Date of UpdateApril 8, 2024

Number of Records in Report Set.....50

Records within this Report Set have been screened to assure their relevance to the topic.

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000



TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded when evaluating these data of the following points.

ASRS reports are submitted voluntarily. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Information contained in reports submitted to ASRS may be clarified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in cursive script, appearing to read "B. Hooey".

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS information. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the **real power** of ASRS data is the **qualitative information** contained in **report narratives**. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 2056353 (1 of 50)

Synopsis

General aviation rotor wing pilot reported having a near miss with a UAS during cruise flight.

ACN: 2054009 (2 of 50)

Synopsis

Pilot flying H269C helicopter reported drive shaft bearing blew in cruise flight. Pilot landed off airport uneventfully.

ACN: 2051519 (3 of 50)

Synopsis

GA pilot reported a NMAC at SHN non-towered airport. The student states the other non communicating aircraft, a helicopter, cut off the student's final approach.

ACN: 2048348 (4 of 50)

Synopsis

General aviation rotor craft Instructor pilot reported a near miss while in the airport traffic pattern. The Instructor performed a low pass, re-entered the pattern, then lost communications with the tower and conflicted with another aircraft, then turned away from the conflict and returned to the home airport.

ACN: 2047295 (5 of 50)

Synopsis

A light sport aircraft pilot reported instances of a flight school's helicopters not complying with non towered airport procedures one of which resulted in a NMAC.

ACN: 2046072 (6 of 50)

Synopsis

Helicopter Instructor reported taking evasive action to avoid a Regional Jet who also followed an RA resulted in a NMAC.

ACN: 2045041 *(7 of 50)*

Synopsis

PA28 Flight Instructor reported while on base, they received a TCAS advisory then observed a helicopter pass below them, resulting in a NMAC event.

ACN: 2042916 *(8 of 50)*

Synopsis

Corporate pilot reported a ground safety hazard involving a helicopter jet wash while parked on the ramp.

ACN: 2039397 *(9 of 50)*

Synopsis

PA-44 Instructor reported a near miss with a helicopter while on a go-around due to landing aircraft not clearing the runway in a timely manner at a non-towered airport. The Instructor performed a maneuver to fly under the helicopter, over the airport surface, then returned for a safe landing.

ACN: 2039026 *(10 of 50)*

Synopsis

Citation pilot on approach reported a NMAC with two helicopters crossing approach path to runway. Flight crew accomplished a go-around.

ACN: 2036746 *(11 of 50)*

Synopsis

Single engine Instructor reported a NMAC while turning base at a non-towered airport. The Instructor said a helicopter proceeded straight in, cutting the Instructor off, hovering over numbers and then departing straight out. No communication from the helicopter.

ACN: 2036732 *(12 of 50)*

Synopsis

A flight Instructor in a C172 reported the Tower Controller issued them a turn towards mountainous terrain and a Helicopter on a conflicting course to avoid additional traffic which they reported they had in sight.

ACN: 2035626 *(13 of 50)*

Synopsis

Part 135 helicopter pilot reported a near midair collision with a UAS during initial climb.

ACN: 2034525 *(14 of 50)*

Synopsis

An air carrier pilot on short final reported a NMAC and a TCAS/RA with a helicopter crossing underneath them.

ACN: 2032189 *(15 of 50)*

Synopsis

Helicopter pilot reported an unlit radio tower 9 miles southeast of DHN airport at 1463 ft. MSL creating a hazard in an area of high volume traffic.

ACN: 2032146 *(16 of 50)*

Synopsis

Small aircraft pilot reported a helicopter passed behind the reporter's aircraft with little separation and stated ATC did not assist in maintaining aircraft separation.

ACN: 2030838 *(17 of 50)*

Synopsis

Helicopter pilot reported a NMAC with a small GA aircraft which flew over the top of them just as they landed at a non towered airport.

ACN: 2030812 *(18 of 50)*

Synopsis

EC145 pilot reported encountering issues with the onboard weather radar system and suggests these issues are common within the entire fleet.

ACN: 2030130 *(19 of 50)*

Synopsis

General aviation fixed wing pilot reported a near miss with a helicopter at S50 non-towered airport during a training flight in VMC conditions. The Instructor performed an immediate turn to avoid the conflict.

ACN: 2026223 *(20 of 50)*

Synopsis

Helicopter pilot reported a near miss while preparing for takeoff as the other aircraft took off behind the reporter's aircraft without making any radio calls.

ACN: 2025467 *(21 of 50)*

Synopsis

Flight Instructor reported a near miss with a helicopter while entering the traffic pattern at a non-towered airport during a training flight. The Instructor took evasive action to avoid the helicopter.

ACN: 2024143 *(22 of 50)*

Synopsis

General aviation pilot reported a near miss with a helicopter after landing at RAP airport during taxi in. The helicopter was cleared to depart from a taxiway with limited visibility from the Tower and the helicopter passed just in front of the pilot on the taxiway as he stopped immediately.

ACN: 2023438 *(23 of 50)*

Synopsis

Cessna 172 Instructor pilot reported a near miss on final approach during a training flight at a tower controlled airport. The pilot indicated a helicopter departed from a taxiway, the

Instructor performed an immediate maneuver to avoid contact, then performed a go around and landed.

ACN: 2022872 *(24 of 50)*

Synopsis

Helicopter Instructor pilot with student reported a NMAC with an agricultural aircraft while maneuvering requiring the Instructor to take evasive action to avoid a collision.

ACN: 2020129 *(25 of 50)*

Synopsis

GA flight instructor reported a NMAC after turning right rather than left as cleared during departure. The reporter became aware of the issue and corrected the heading.

ACN: 2018539 *(26 of 50)*

Synopsis

Part 107 UAS pilot was flying when a rotor wing helicopter approached. The UAS crew gave way to the helicopter and landed.

ACN: 2018487 *(27 of 50)*

Synopsis

C172 pilot reported NMAC with helicopter during takeoff climb at non-towered airport.

ACN: 2017994 *(28 of 50)*

Synopsis

Rotorcraft pilot reported during liftoff, they passed close to a helicopter arriving at the adjacent parking spot. Departing pilot stated they did not communicate intentions on the airport frequency prior to lifting.

ACN: 2015262 *(29 of 50)*

Synopsis

S-76 EMS pilot reported after asking ATC to cross through their airspace on a medical mission, the controller asked the pilot to remain a mile north of the runway. Traversing the area, the EMS pilot needed to use evasive action to avoid an aircraft departing the runway.

ACN: 2013352 *(30 of 50)*

Synopsis

B737 pilot reported a NMAC with a helicopter after takeoff following a vector from ATC. Helicopter pilot descended to avoid colliding with the B737.

ACN: 2011135 *(31 of 50)*

Synopsis

Helicopter pilot reported flying in a non-airworthy aircraft when maintenance logbooks indicated work compliance and aircraft was airworthy. Maintenance signed off on repairs and inspections that were observed to have not been completed.

ACN: 2010282 *(32 of 50)*

Synopsis

RV8 pilot reported a NMAC during takeoff with a helicopter taxiing on the adjacent parallel taxiway. A previous garbled CTAF transmission led to a lack of awareness of the helicopter traffic and indicated no need for action to avoid the helicopter.

ACN: 2009015 *(33 of 50)*

Synopsis

Single engine pilot reported a NMAC while departing a non towered airport. The pilot stated while making the departure an unannounced helicopter was downwind and too close to the departure path.

ACN: 2008727 *(34 of 50)*

Synopsis

R44 helicopter pilot reported a malfunction of the automatic drive belt tensioner component, which resulted in an immediate uncommanded rise in engine RPM and associated warning lights. The pilot performed an autorotational descent and landed

upright in soft mud on the helicopter skids. There were no injuries to the aircraft's occupants.

ACN: 2008212 *(35 of 50)*

Synopsis

MBB-BK117 pilot reported the rotor wash of the helicopter while performing a hover taxi over the taxiway caused a nearby aircraft that was fueling to move. The other aircraft did not have a parking brake function and the wheels were not chocked.

ACN: 2007198 *(36 of 50)*

Synopsis

Helicopter operator reported witnessing a company helicopter encounter a near miss with a UAS while climbing out of the heliport.

ACN: 2002793 *(37 of 50)*

Synopsis

A fixed based rotor wing operator reported a near miss between a UAS and a helicopter.

ACN: 2002454 *(38 of 50)*

Synopsis

Experimental aircraft pilot reported an NMAC occurred during cruise. A helicopter flying in the opposite direction was at the wrong altitude while traveling eastbound.

ACN: 2002103 *(39 of 50)*

Synopsis

Recreational/Hobbyist UAS pilot reported they were flying in an approved location. The UAS had a near miss with a low flying rotor wing aircraft which departed from an off airport location.

ACN: 2000682 *(40 of 50)*

Synopsis

Flight Instructor with student reported a NMAC with a helicopter during takeoff from a non-towered airport.

ACN: 2000393 *(41 of 50)*

Synopsis

Helicopter instructor reported a NMAC while on final approach near the 1,000 ft. runway marker. Just prior to touchdown, a single engine aircraft landed below the helicopter creating the near miss.

ACN: 1997956 *(42 of 50)*

Synopsis

Pilot reported a NMAC during base turn for landing with a helicopter also on base turn. The pilot completed a safe landing although with less spacing than intended.

ACN: 1996747 *(43 of 50)*

Synopsis

An air ambulance helicopter pilot approaching to land at an automobile accident site reported a NMAC with a fixed wing aircraft.

ACN: 1995110 *(44 of 50)*

Synopsis

Flight Instructor on a training flight in the airport traffic pattern reported a NMAC with a helicopter.

ACN: 1994203 *(45 of 50)*

Synopsis

Helicopter pilot near a Class D airport witnessed a UAS flying in controlled airspace without authorization. The pilot found the UAS pilot and made them aware of the location and the UAS landed.

ACN: 1993430 *(46 of 50)*

Synopsis

BNA Tower Controller reported a helicopter passed directly underneath an air carrier that was on final approach.

ACN: 1990658 *(47 of 50)*

Synopsis

BNA Tower Controller reported they vectored a Medical Flight helicopter and departing air carrier away from an unidentified VFR aircraft orbiting just outside of their Class C airspace.

ACN: 1987579 *(48 of 50)*

Synopsis

Center Controller reported a helicopter, departing an airport, leveled off at an altitude below their assigned Minimum Enroute Altitude.

ACN: 1987489 *(49 of 50)*

Synopsis

Bell 206 pilot reported misreading the transmission over torque indication as 107% when it had actually been 125.7%. This mistake allowed for a flight that should not have occurred due to company maintenance procedures requiring a maintenance inspection after a transmission over torque value that high.

ACN: 1987138 *(50 of 50)*

Synopsis

Helicopter Pilot reported a NMAC while transitioning through class delta airspace on a local transition route. The congested airspace and ATC workload were sited as contributing factors.

Report Narratives

Time / Day

Date : 202311

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : BDN.Airport

State Reference : OR

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 4800

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : BDN

Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

Airspace.Class E : BDN

Weight Category (UAS) : Small

Configuration (UAS) : Multi-Rotor

Flying In / Near / Over (UAS) : Aircraft / UAS

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 152.3

Experience.Flight Crew.Last 90 Days : 25.7

Experience.Flight Crew.Type : 98.6

ASRS Report Number.Accession Number : 2056353

Human Factors : Training / Qualification
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 60
Miss Distance.Vertical : 5
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Night flight as pilot flying, PDPIC (Performing Duties of Pilot in Command), commercial training cross country. 5nm SW of KBDN, approaching location from the north, no local towers or buildings nearby. Roughly XA: 30-XA: 45 PST. Saw a drone at our altitude with minimal green lighting, no anti collision lights. I did not see them until they were less than 1/2sm away. As PIC I chose to deviate course while verbalizing the hazard. There was no traffic alert and proper evasive action was taken. They passed an estimated 50-60 ft. (or less) off our right side at +/- 5 ft. of our altitude. Upon confirming my aircraft was safe from the hazard, I noted our altitude and conferred with my passenger about our estimation of the horizontal distance. We proceeded to our destination without further problems. I believe the person flying the drone created a dangerous environment by not complying with Part 107.29 rules for drone operation at night. Prevention of recurrence of this situation would be if the person was found, recurrent training and proof of installation of proper anti collision lighting. Overall, requiring adsb-out for drones capable of reaching higher altitudes would also help prevent recurrence.

Synopsis

General aviation rotor wing pilot reported having a near miss with a UAS during cruise flight.

Time / Day

Date : 202311
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 16
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : ZZZ

Component

Aircraft Component : Helicopter Gearbox Drive Shaft
Aircraft Reference : X
Problem : Failed

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 175.0
ASRS Report Number.Accession Number : 2054009

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Maintenance
Anomaly.Ground Event / Encounter : Other / Unknown

Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Diverted
Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Private Helicopter pilot with 175ish hours on type. Flew from ZZZ to ZZZ1, picked up flight instructor. I am working towards my Commercial. Did training with him and dropped him off. Left ZZZ1 and fly direct to ZZZ. Half way to ZZZ cruising at 1500 MSL at 65 kts with 6 kt head wind. Have 15 gallons of fuel remaining. Gauges are within normal limits, no warning lights. Was going to switch to nearest control tower for transition through their airspace. While cruising I felt a pop behind me. Engine RPM dropped by 50 RPM then returned back to normal. Still no warning lights. Gauges are still in normal limits. Flight controls are normal. I smelled something burning described as carbon or rubber smell. I was flying over [airport], made the decision to land on the that field and not continue a flying to the nearest airfield which was ZZZ2 8NM. Proceeded normal landing. Did not auto rotate. Flight controls were still functioning, and engine still had power. Set the helicopter down safely and shut it down immediately. From time of pop to landing was less than one min. Turned off power and fuel. Stepped out of the helicopter and no fire. I did notice a rubber seal broken around the drive shaft from the engine to the pulley system for the Rotor system. I contacted services dispatch and notify them of the situation. Did not call tower on radio or phone. Did not [request priority]. Called my mechanic and she came out. She is an IA. We were able to get a crew to come out and dismantle the rotor blades and placed the helicopter on a trailer. We took it back to ZZZ in the hanger. Mechanic IA tore apart the pulley system and she found the lower drive shaft bearing blew, appears to be dry and no grease. We also found H frame bracket was cracked and damage. Mechanic will be performing repairs and will be followed by ground tests. Helicopter annual was finished three months ago with about 30 hours on it since then.

Synopsis

Pilot flying H269C helicopter reported drive shaft bearing blew in cruise flight. Pilot landed off airport uneventfully.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SHN.Airport

State Reference : WA

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : SHN

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : SHN

Aircraft : 2

Reference : Y

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Mission : Training

Flight Phase : Final Approach

Airspace.Class G : SHN

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 80

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 80

ASRS Report Number.Accession Number : 2051519

Human Factors : Communication Breakdown

Human Factors : Distraction
Human Factors : Time Pressure
Human Factors : Other / Unknown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

When entering 45 for Runway 23, visually spotted the helicopter sitting on Runway 23, we self announced on a 5 mile 45, flew the downwind which is approximately when they took off, and we turned base announcing each leg, when on short final, we announced final and approximately 15 seconds after the helicopter cut us off from our left crossing approximately 150-200 ft. in front of us, at which point we made the decision to go around, and left the area.

Synopsis

GA pilot reported a NMAC at SHN non-towered airport. The student states the other non communicating aircraft, a helicopter, cut off the student's final approach.

Time / Day

Date : 202310
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : BAZ.Tower
State Reference : TX
Relative Position.Distance.Nautical Miles : 0.5
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : Marginal
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 1900

Aircraft : 1

Reference : X
ATC / Advisory.Tower : BAZ
Aircraft Operator : FBO
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Climb
Route In Use : Visual Approach
Airspace.Class D : BAZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : BAZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Airspace.Class D : BAZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Rotorcraft
Experience.Flight Crew.Total : 600
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 2048348

Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Separated Traffic

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

During a routine training flight into a towered airport, the student and I performed a shallow approach running landing after receiving clearance for the option and right closed on the go. After performing the maneuver, we proceeded to do the right traffic as advised and reported midfield for the downwind (as is standard protocol for the airport). After not hearing anything back from the tower (1-3 seconds) from the tower, I checked the radio frequency, and squelch, heard nothing, and then turned up the volume. As soon as the volume was turned up I heard tower stating to turn north for us and that the other aircraft had us in sight. We passed over the other aircraft who was landing on the Runway 13 that crosses the one we were cleared for Runway 17, turned north and departed home. Cause: It's hard to say why the volume was turned down as I had not done it and I didn't notice the student changing anything on the radio. The best cause I can figure out is that the volume knob is on the older side and the vibrations from our running landing possibly caused it to drop. Suggestion: Double check squelch on the aircraft in case the volume (or anything) has been inadvertently turned down or changed if radios have been silent for too long.

Synopsis

General aviation rotor craft Instructor pilot reported a near miss while in the airport traffic pattern. The Instructor performed a low pass, re-entered the pattern, then lost communications with the tower and conflicted with another aircraft, then turned away from the conflict and returned to the home airport.

Time / Day

Date : 202310

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0.5

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dusk

Ceiling.Single Value : 9000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Landing

Route In Use : None

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Robinson R22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Air Traffic Control.Military : 6
Experience.Flight Crew.Total : 3910
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 35
ASRS Report Number.Accession Number : 2047295
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Time Pressure
Human Factors : Training / Qualification
Human Factors : Workload
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

I experienced the following unsafe aircraft operation at the ZZZ airport. I and a private pilot (Person A) taxied Aircraft X from the hangar out to the runway at the ZZZ airport. I was in the front cockpit and Person A was in the aft cockpit. Upon reaching the runway, there was a helicopter Aircraft Y, sitting in the middle of the runway on the west end of runway X. The R-22 had two occupants, one of which was a CFI and the other a student. This was later confirmed by a CFI at the flight school. Before entering the runway, I made a radio call (the ZZZ CTAF is XXX.XX) announcing our intentions to back taxi runway X and that we would taxi past the R-22 sitting in the middle of the runway on the south side. The R-22 did not acknowledge our radio call. After completing the before takeoff checks, I made another radio call announcing our intentions to take off from runway X and make left traffic and then make a full stop landing on runway X. The R-22 took off ahead of us without making a radio call. We waited until the R-22 had made its crosswind to downwind turn to ensure adequate spacing. Just as we were lifting off of runway X, we heard the R-22 make a radio call that they were on the downwind for runway X. I did see the R-22 on the ADSB in as displayed on the Garmin Aera 660 GPS. It was shown as being on the downwind leg of the traffic pattern as we just began our crosswind turn. Due to the low sun angle of the setting sun in the west and since we were flying west into the setting sun, I asked Person A to keep a good look out for the R22. When we were abeam the mid-point of the downwind for runway X, we saw the R-22 on final for runway X. Knowing that the R-22 would need to slow down and come to a hover to land, we extended our downwind an extra mile to give the R-22 time to complete its touch down and to complete its next take off. Person A commented that we were pretty far out and asked me if the engine quit,

could we make it back to the runway. I made two additional radio calls stating that we were making a base turn and then a final turn and we were going to make a full stop landing runway X. The R-22 did not acknowledge any of my radio calls. The R-22 had been on the runway for about 30 seconds by the time I was on a 0.5 mile final. The R-22 was positioned in the middle of the runway on the west end of runway X and effectively blocked any ability to land on the runway. Person A suggested I make a go around and I immediately initiating a go around on runway X and made a radio call that we were going to go around, with the hope the R-22 would not take off under us and possibly collide with us. Again, the low sun angle from the west made seeing the R-22 a bit difficult, but we side stepped to the right side of the runway climbed out and passed over the R-22 on runway heading. It should be noted that the north side of the runway is bordered by a tree line, so side stepping to the left side of the R-22 on the runway would have put us close to the tree line. On the south side there are hangars and additional trees, but there are less obstacles. At no time during my down wind, base or final turn, or even after initiating the go around did the R-22 make any radio calls to acknowledge our presence. On the ground, Person B, was at his hangar, which faces the runway and watched the entire episode. Additionally, Person B has a radio on that monitors the CTAF XXX.XX. Later, after we were able to land, Person B told us that he heard every radio call we had made and that they were loud and clear. Person B also concurred that the R-22 had not responded to any of our radio calls. After making the go around, we decide to leave the traffic pattern and fly to the southeast to go look at Person A's house. Person A and I discussed what had just happened and that maybe the R-22 was having some sort of avionics issues. Approximately 10 minutes later we decided to return to the ZZZ airport since it was getting dark and the aircraft is not approved for night VFR operations. During our flight to the southeast, I was monitoring XXX.XX and heard the R-22 making radio calls that it was operating in the traffic pattern for runway X at the ZZZ airport. I made a radio call on XXX.XX, at 10 miles from the ZZZ airport and again at 5 miles, announcing that we would enter the traffic pattern on the mid field down wind for runway X and we would be a full stop landing. The R-22 did not respond to any of my radio calls. I made a normal pattern entry and upon reaching the mid field point on downwind, I could clearly see the R-22 on the runway flying back and forth on runway X / XX. I made two additional radio calls announcing that we needing to land on runway X, as well as the standard base and final turn call outs. Upon turning base, I did not see the R22 on the runway, upon turning final, I saw the R-22 fly back onto the runway. On final I made an additional radio call and I had lost sight of the R-22 in the glare of the sun. Once we descended down behind hills to the west of the ZZZ airport, the sun glare was reduced, and I saw the R-22 on the runway and then pick up to a hover and fly west on runway. At this point, I was unsure what exactly the R-22 pilot was thinking, I had made multiple radio calls announcing our intentions to land on runway, the pilot is not communicating and now the R-22 is facing me. My concerns were that if I did a go around that the R-22 might take off on runway XX and fly into me. Any evasive turns to the north of south would put near obstacles of rising terrain. Additionally, the sun was setting fast at this point and I was concerned about having to make a night landing. I am not night current, the aircraft is not approved for VFR night operations. Landing on runway XX would have put us landing directly into the setting sun to the west. I made five additional radio calls of "Aircraft landing on runway X, helicopter please clear the runway". Finally, the R-22 turned off the runway and I was able to land safely. After securing the aircraft, Person B came up to the hangar and asked what happened. He had watched the entire episode from his hangar. Person B again stated that he had heard all of my radio calls, the 10, 5 mile, down wind, base, final and the five calls for the helicopter to clear the runway, loud and clear. Person B also confirmed that the R-22 made no radio calls during this episode. 15 minutes after securing the aircraft in its hangar, I called the President of the ZZZ Airport Board of Directors. Additionally he is a CFI who operates R-22 / numerous helicopters with the flight school. I summarized the

entire episode with Person C and Person A provided his concurrence as to what he had seen regarding the actions of the pilots operating the R-22. I expressed that as a CFI, what the CFI / pilot of the R-22 was a safety issue and could have resulted in an accident. Person C said he would try to address the issue. Additionally, Person C acknowledged that he has told the CFIs at the flight school that IAW (In accordance with) the FAR 91.113(g) aircraft landing aircraft have the right of way. Being that I made numerous radio calls announcing our intentions to land, the pilot of the R-22 had well over 5 minutes to understand that we were landing and that they could plan to exit the runway in a timely manner. The CFI / pilot of the R-22 created a safety hazard by not communicating their actions, which could have resulted in a midair collision of our aircraft. Executing another go around was an option, however the setting sun and not knowing if the R-22 was ever going to acknowledge our radio calls, I decided to continue the landing approach and would have landed off to one side the runway to avoid the R-22. The other option could have been to go around and fly to the closest airport, land, and hope that we didn't violate the FAR for operations and equipment at night. It is unclear if the CFI / pilots had the radio volume turned down so they could not hear any radio calls or they were ignoring them, both should be considered safety issues. This is not the first time that I have experienced safety issues with aircraft operated by that flight school. On one occasion, while on short final to runway XX at the ZZZ airport, one of the R-22 helicopters flew out on to the runway and attempted to take off on runway X with no radio calls, directly at me on short final for runway XX. I made multiple radio calls that I was landing on [runway] XX and to please clear the runway. At the last minute the R-22 cleared the runway. I was able to land, but the #2 aircraft in my formation had to do a go around. Later I asked the CFI what had happened, he stated "it was no big deal, we heard you, we simply didn't turn the volume up on the radio so you could hear us". This statement made no sense whatsoever. In another episode, one of the R-22s acknowledged my radio call that I was landing on runway XX at ZZZ but stated that they were going to take on runway X and "stay below you". I asked them to hold in place until I land, however they took off any way and I lost sight of them. I saw a blur of the R-22 as it passed about 100 feet below my right wing on final approach.

Synopsis

A light sport aircraft pilot reported instances of a flight school's helicopters not complying with non towered airport procedures one of which resulted in a NMAC.

Time / Day

Date : 202310
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : L52.Airport
State Reference : CA
Relative Position.Angle.Radial : 014
Relative Position.Distance.Nautical Miles : 2
Altitude.MSL.Single Value : 2800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : L52
Aircraft Operator : FBO
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Cruise
Route In Use : None
Airspace.Class E : L52

Aircraft : 2

Reference : Y
ATC / Advisory.TRACON : SBA
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Route In Use : Visual Approach
Airspace.Class E : SBA

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 465
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 413
ASRS Report Number.Accession Number : 2046072
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Primary Problem : Airspace Structure

Narrative: 1

The Helicopter was on a training mission with an instructor and commercial student on board, departing SBP in a left downwind departure Runway 29 flow. The Helicopter started a climb up to 2800 feet in order to safely perform the Vortex Ring State Maneuver. As the Helicopter exited the SBP Class D airspace the frequency was changed to CTAF of the local public airport L52, as the maneuver was supposed to be executed 2NM Northeast of the airport at altitude. As the Helicopter performed its first clearing turn no traffic was observed, in the second clearing turn a regional jet was observed north west of the Helicopter performing a steep climb and left hand turn at same altitude. The Helicopter turned southbound as evasive action and descended down to 2500 and the instructor decided to continue the maneuver ca. 2NM south east of Oceano Aiport in order to stay away from additional traffic on the same flight path. The instructor was informed via telephone after landing, that the regional jet followed a TCAS RA and took evasive action and the event has been categorized as a "potentially significant" incident. Also the controller stated that they issued traffic advisories to us but we were already outside of their airspace and on a CTAF frequency, they also stated that no pilot deviation or violation is considered, the incident happened in class echo airspace.

Synopsis

Helicopter Instructor reported taking evasive action to avoid a Regional Jet who also followed an RA resulted in a NMAC.

Time / Day

Date : 202310

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 160

Relative Position.Distance.Nautical Miles : 1.0

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Aircraft : 2

Reference : Y

Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 820

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 2045041

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Airport

Narrative: 1

I was doing landing practice with my Student in the pattern at ZZZ, as we turned downwind a helicopter made a call that they were inbound 5nm to the north, low level. They said that they were headed around to the East to join Taxiway 1 to the ramp. I continued with my Student - they had flight controls at the time - on downwind and gave a radio call that we were on downwind and will be conducting a touch n go. We continued on our pattern and my Student began to turn base, making a call as she turned. At about the same time, the helicopter made a call that they were crossing the extended centerline of Runway XX. As we rolled wings-level on base I scanned for the helicopter to see where it was located. As I did so, the ADS-B let out a warning for traffic, 12 o'clock, one mile. I took controls from my Student and entered a climb and shallow right turn to avoid the traffic. The helicopter made a radio call at about this time that they had "the base traffic" in sight and that they were going to maneuver to the East to avoid. This caused them to match my turn deconfliction, so I had to turn back to the left (the Northwest). I continued the climb to TPA, and was able to momentarily see the helicopter cross to my low 2 o'clock before going beneath the wing. When I determined the conflict was resolved, I gave controls back to my Student. I am not versed on the airport arrival and approach procedures for helicopter pilots, however it does not seem correct for them to fly across the final approach course of an active Runway with multiple aircraft in the pattern.

Synopsis

PA28 Flight Instructor reported while on base, they received a TCAS advisory then observed a helicopter pass below them, resulting in a NMAC event.

Time / Day

Date : 202310

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Ramp : ZZZ

Aircraft Operator : Fractional

Make Model Name : Light Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Passenger

Flight Phase : Parked

Aircraft : 2

Reference : Y

ATC / Advisory.Ramp : ZZZ

Make Model Name : Helicopter

Flight Phase : Taxi

Person

Location Of Person : Gate / Ramp / Line

Reporter Organization : Fractional

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 2042916

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Jet Blast

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Airport

Narrative: 1

Aircraft were parked very closely to each other on the east ramp. There were two helicopters that had arrived, and were boxed in by multiple other jets. One of the helicopters began a hover taxi and completed a 180° turn and flew over top of a small piston, single engine aircraft that was started behind it, and then proceeded to fly over the cockpit of our parked corporate jet which we were preparing for an owner flight, and then flew within an estimated 25 feet of the tail of another parked corporate jet. The downwash from the large helicopter nearly flipped the small single engine, piston behind it, and created an intense rocking issue for our aircraft. The rotor of the helicopter nearly struck the tail of the corporate jet, parked immediately next to us. I confronted the crew of the helicopter, as well as the lineman who had parked him. I recommended that the operation was unsafe due to the close proximity of the aircraft and the strength of the downwash on the Jets and piston that they had flown over. The crew stated that the FBO lineman had directed them to perform that operation, and the lineman indicated that he was unaware of what the helicopter pilot was going to do. I spoke with the crew of the other helicopter and ask them to taxi with tower over an active taxi way, instead of flying over top of the parked aircraft as the previous helicopter had done. When I talked to the supervisor of the linemen, he seemed unconcerned and acted like it was not a big deal. The helicopter personnel were completely understanding and agreed that it was something they shouldn't have done. The FBO staff made no such indication that they saw it as a problem. I'm very concerned by the operations taking place at this FBO, the apparent inexperience and uncaring attitude of the staff, and the lack of attention to safety.

Synopsis

Corporate pilot reported a ground safety hazard involving a helicopter jet wash while parked on the ramp.

Time / Day

Date : 202309

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : FBO

Make Model Name : PA-44 Seminole/Turbo Seminole

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Climb

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : ZZZ

Make Model Name : Helicopter

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1350

Experience.Flight Crew.Last 90 Days : 300

Experience.Flight Crew.Type : 250

ASRS Report Number.Accession Number : 2039397

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Staffing
Primary Problem : Procedure

Narrative: 1

We had an uneventful flight up to our arrival to ZZZ. Tower was closed and we were following the noise abatement traffic entry procedures. We followed traffic inbound to ZZZ to overfly the airport at 2,900 MSL for left teardrop into the right downwind for Runway XXL. Traffic we were following was a Cherokee. We turned base to final behind them and at the minimums callout the aircraft was still on the runway. After a brief moment I called a go around to my student. My student initiated the go-around procedure, in the incorrect order which I was coaching her through since this was her first go around in the aircraft. We had a positive rate of climb; the gear was up, and the frequency was too congested to make a radio call reporting the go around. Out of the corner of my eye, outside the left front window I caught visual contact of a large helicopter Aircraft Y which appeared to be at a slightly higher altitude, traveling northbound (seemed to be following Taxiway 1). Without time to react I identified this as an impending collision and immediately pushed forward on the yoke lowering our pitch well below the horizon to pass under the helicopter. The helicopter passed overhead. After which I re-established a climb, extended upwind and made right traffic landing back on XXL a few minutes later, uneventfully. This safety report is to report on this close call, as well as to highlight a deeper issue which occurs here at ZZZ. When the Tower is closed, during a high traffic time of the day operations in and out of this airport become very unpredictable. Non-local traffic often has no idea on the tower closed procedures and comms are usually heavily congested. Everything is busy and while dealing with a student it is very difficult to safely navigate at times. During this incident, comms were congested with several traffic conflicts and a non-local plane which had no idea how to enter the pattern which made it very difficult to keep tabs on every aircraft at every moment. On top of that, helicopters fly unknown (to fixed wing pilots) arrivals and departures, which take them over the airport right at go-around altitudes. ZZZ airspace is dangerous when there is no ATC operating. Tower closed at XA:00 time on this day, presumably due to staffing issues.

Synopsis

PA-44 Instructor reported a near miss with a helicopter while on a go-around due to landing aircraft not clearing the runway in a timely manner at a non-towered airport. The Instructor performed a maneuver to fly under the helicopter, over the airport surface, then returned for a safe landing.

Time / Day

Date : 202309

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 500

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Fractional

Make Model Name : Citation Longitude (C700)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Ferry / Re-Positioning

Flight Phase : Final Approach

Airspace.Class B : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Helicopter

Airspace.Class B : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2039026

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Anomaly.Inflight Event / Encounter : Unstabilized Approach

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

On visual approach to [Runway] XR (following ILS XR). At about 500 ft agl, while established on glide slope/LOC, Tower advise us to "traffic below. Coming from your right, still cleared to land" I was under the impression that the two helicopters were on a right base to the airport. But both helicopters crossed our approach path. Had we continued descending on the glide slope, we would have come very close to them, probably would have missed them by 200ft or so. So we went around It is my believe Tower made an error by allowing those helicopters to cross our path. Again, had we continued descending we would have come very close to those helicopters.

Synopsis

Citation pilot on approach reported a NMAC with two helicopters crossing approach path to runway. Flight crew accomplished a go-around.

Time / Day

Date : 202209

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1000

Environment

Weather Elements / Visibility.Visibility : 10

Weather Elements / Visibility.Other

Light : Daylight

Ceiling.Single Value : 3000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use.Other

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1471

Experience.Flight Crew.Last 90 Days : 141

Experience.Flight Crew.Type : 971

ASRS Report Number.Accession Number : 2036746

Human Factors : Communication Breakdown

Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 500
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

During a training session in traffic pattern with my student, while descending and turning base to final, making position announcements on CTAF and scanning for unannounced traffic, we saw a helicopter that was rapidly approaching on a straight-in final that we previously didn't see and that wasn't in the pattern, cutting us off and dropping over the runway numbers and hovering. Immediately I took over the controls from my student and had to make an evasive maneuver to avoid a possible collision. I made a 360 degrees right turn with a steep climb to avoid the helicopter that after hovering, started a vertical climb and immediately left the airport on straight out departure. I tried to communicate with the helicopter and received no response on CTAF. Without having situational awareness and being cautious while training in an uncontrolled airport, situation could've been much worse. After landing safely, I emphasized to my student the importance of making CTAF position announcements, scan for traffic, and always enter the traffic pattern on the recommended FAA procedures and per the new recommendations of AC 90-66C. "If you don't see them or hear them, doesn't mean they're not there!"

Synopsis

Single engine Instructor reported a NMAC while turning base at a non-towered airport. The Instructor said a helicopter proceeded straight in, cutting the Instructor off, hovering over numbers and then departing straight out. No communication from the helicopter.

Time / Day

Date : 202309

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Relative Position.Angle.Radial : 052

Relative Position.Distance.Nautical Miles : 3.5

Altitude.AGL.Single Value : 800

Environment

Weather Elements / Visibility.Visibility : 20

Weather Elements / Visibility.Other

Ceiling.Single Value : 4700

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

Make Model Name : F/A 18 Hornet/Super Hornet

Crew Size.Number Of Crew : 1

Flight Phase : Initial Approach

Airspace.Class D : ZZZ

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Initial Approach

Airspace.Class D : ZZZ

Aircraft : 4

Reference : A

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Mission : Tactical
Flight Phase : Cruise
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Captain
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Air Traffic Control.Non Radar : 3
Experience.Air Traffic Control.Military : 3
Experience.Air Traffic Control.Supervisory : 3
Experience.Flight Crew.Total : 11900
Experience.Flight Crew.Last 90 Days : 162
Experience.Flight Crew.Type : 2070
ASRS Report Number.Accession Number : 2036732
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Time Pressure
Human Factors : Training / Qualification
Human Factors : Workload
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

We Aircraft X were instructed by tower to fly "East of the building for a right base Runway XXL" at ZZZ. As we passed the body of water, Tower reported an FA-18 Hornet Aircraft Y on the right downwind, which I reported in sight. Another Aircraft Z arrived, and tower instructed him to "cross mid-field at 2000 ft." South of the body of water, my student turned to comply with tower instruction and descended towards pattern altitude of 1500 ft. Tower began chastising the Aircraft Z for not following instructions. I observed Aircraft Z turning towards me and advised tower that I had Aircraft Z traffic in sight. Tower cleared Aircraft Z to land "#2 behind the Hornet" and then reported me as traffic. He did not acknowledge having me in sight. Tower then instructed me to "turn left and fly to the Northeast." There was rapidly rising terrain to my left, and significant shifting and turbulent winds. I reiterated to tower that I had traffic in sight, but they continued to insist that I turn into the dangerous terrain to my left. As I turned, I saw a helicopter, Aircraft A, coming the other direction around the mountain that I was struggling to miss, and had to bank even further left at slow airspeed to avoid him. Through about 200 degrees of turn Tower told me to turn right back into the terrain and the area of the helicopter. I refused to turn right and told them that I would continue my left turn and had the helicopter in sight. Why would you turn an aircraft away from traffic he had in sight? I lost sight of both aircraft because tower turned me away. Why would you turn any aircraft into rapidly rising terrain? Why was a higher altitude aircraft given right of way? Why was the Hornet not transmitting on VHF at a Civilian Airport? Why was tower chastising an aircraft with multiple other aircraft in a pattern on tower frequency? Unfortunately, Tower is re-known throughout the region for this. Subsequent discussion with the Tower Supervisor was not productive. He seemed completely oblivious of the dangerous situation they put me in, and said that "our radar showed that you would be clear of the terrain." I'm not aware of a Primary Radar at ZZZ that has the capability of keeping an aircraft clear of terrain below 500 ft. AGL, and I seriously doubt that anyone in the tower is aware of the stall characteristics of an airplane in a high angle of bank in turbulent air next to a steep mountain.

Synopsis

A flight Instructor in a C172 reported the Tower Controller issued them a turn towards mountainous terrain and a Helicopter on a conflicting course to avoid additional traffic which they reported they had in sight.

Time / Day

Date : 202309

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : JRA.Airport

State Reference : NY

Relative Position.Angle.Radial : 270

Relative Position.Distance.Nautical Miles : .1

Altitude.MSL.Single Value : 200

Environment

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

Aircraft Operator : Fractional

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Initial Climb

Route In Use : Visual Approach

Airspace.Class E : JRA

Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

Airspace.Class E : JRA

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 4850

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 4600

ASRS Report Number.Accession Number : 2035626

Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 30
Miss Distance.Vertical : 20
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Shortly after takeoff from 30th St Heliport JRA in NYC at approximately 300 ft. and 30 kts, the right seat pilot (pilot monitoring) observed an quad copter type drone off our nose (20-30 ft.) and slightly below (20 ft.) moving right to left. Shortly after seeing the drone he saw it pitch over and descend from view. Left seat pilot (flying) never saw the drone. There was no NOTAM for drone ops and JRA was not aware of any drone ops in the area.

Synopsis

Part 135 helicopter pilot reported a near midair collision with a UAS during initial climb.

Time / Day

Date : 202309

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 170/175 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Airspace.Class B : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Airspace.Class B : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Check Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2034525

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Human-Machine Interface

Human Factors : Time Pressure

Human Factors : Workload

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

We were cleared for the ILS Runway XXR into ZZZ. We were coupled to the LOC and GS. At approximately 1,500 ft. we received a TCAS traffic advisory. Moments later we received a RA warning LEVEL OFF. I disengaged the auto pilot and stopped the descent. At the same time Tower advised us of a MEDEVAC helicopter crossing our approach path below us. I looked out and saw the helicopter directly in front of us only a couple hundred feet below. We informed Tower that we had responded to a RA triggered by the helicopter. After we were clear of conflict, Tower cleared us to proceed visually. We were able to re-establish the approach and land without any additional issues. Cause: ATC cleared a helicopter to traverse the Class B airspace too close to the approach path for Runway XXR. Suggestion: More separation between approach paths and crossing traffic in Class B airspace.

Synopsis

An air carrier pilot on short final reported a NMAC and a TCAS/RA with a helicopter crossing underneath them.

Time / Day

Date : 202309

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : DHN.Tower

State Reference : AL

Altitude.MSL.Single Value : 1500

Aircraft

Reference : X

ATC / Advisory.Center : ZJX

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Flight Phase : Initial Approach

Route In Use : Direct

Airspace.Class E : ZJX

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Air Traffic Control.Supervisory : 382

Experience.Flight Crew.Total : 7700

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 2032189

Human Factors : Workload

Human Factors : Distraction

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Ground Event / Encounter : Ground Equipment Issue

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings

Contributing Factors / Situations : Chart Or Publication

Contributing Factors / Situations : Human Factors

Primary Problem : ATC Equipment / Nav Facility / Buildings

Narrative: 1

There is an unlit radio tower approximately 9 miles ESE of Dothan Regional Airport (DHN), Dothan, Alabama at a charted altitude of 1463 ft. MSL. The tower is approximately 1/2 mile East of the town of Webb, Alabama. Tower is at 31 Degrees 15' 14.33" N; 085 Degrees 15' 42.18" W. The unlit tower is a hazard to aerial navigation and lies on the edge of Alert Area A-211 containing a high volume of fixed and rotary wing training.

Synopsis

Helicopter pilot reported an unlit radio tower 9 miles southeast of DHN airport at 1463 ft. MSL creating a hazard in an area of high volume traffic.

Time / Day

Date : 202309
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SUS.Airport
State Reference : MO
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 9
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : SUS
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Training
Flight Phase : Landing
Route In Use : Vectors
Airspace.Class D : SUS

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : SUS
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class D : SUS

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1135
Experience.Flight Crew.Last 90 Days : 215
Experience.Flight Crew.Type : 1100
ASRS Report Number.Accession Number : 2032146

Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 200
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Aircraft X was established and cleared to land on a 4-mile final for 26R into SUS. Aircraft Y was north of the extended centerline and was told by Tower to pass behind Aircraft X. Aircraft Y turned eastbound to pass behind my aircraft but there was very little separation and Spirit Tower did not advise them to maintain any separation.

Synopsis

Small aircraft pilot reported a helicopter passed behind the reporter's aircraft with little separation and stated ATC did not assist in maintaining aircraft separation.

Time / Day

Date : 202308

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Landing

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Last 90 Days : 49.5

Experience.Flight Crew.Type : 182.9

ASRS Report Number.Accession Number : 2030838

Human Factors : Communication Breakdown

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

We had just landed at ZZZ on Runway XX when Aircraft Y came over the top of us as if he was intending to land. The pilot of this aircraft was not flying in an established pattern, not making radio calls as prescribed on the CTAF, and did not yield the Right of Way as required by 14 CFR 91.113. After almost colliding with us, the at-fault aircraft climbed, turned to the east, and then south before departing the area to the southwest. Even though this aircraft was within the Mode C veil, Foreflight did not pick up his ADS-B until after he had turned south.

Synopsis

Helicopter pilot reported a NMAC with a small GA aircraft which flew over the top of them just as they landed at a non towered airport.

Time / Day

Date : 202308

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Rain

Weather Elements / Visibility : Icing

Weather Elements / Visibility : Turbulence

Weather Elements / Visibility.Visibility : 3

Light : Night

Ceiling.Single Value : 2000

Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : EC145

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Route In Use : Direct

Component

Aircraft Component : Weather Radar

Aircraft Reference : X

Problem : Design

Person

Location Of Person.Aircraft : X

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3900

Experience.Flight Crew.Last 90 Days : 65

Experience.Flight Crew.Type : 310

ASRS Report Number.Accession Number : 2030812

Human Factors : Troubleshooting

Human Factors : Distraction

Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Detector.Person : Flight Crew
When Detected : In-flight
When Detected : Routine Inspection
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

AIRBUS AHD H145 D3 Weather Radar Shadowing and signal failures. Airbus helicopters certified an unworthy radar system to its H145d2d3 series with RDR2000 and Helionix panel configuration. The system is failing and showing unworthy shadows. H145 D2/D3 with RDR2000 and Helionix. Radar shows "WXR FAIL" messages that is thought to be "latency issue" between hardware/software of radar and avionics. Software and hardware incompatibility. The event will cause a major incident or accident with this type of aircraft because its not a single serial number issue, its the model/fleet issue and its recognized by manufacturer to be so. ANAC/CENIPA (Aeronautical Accidents Investigation and Prevention Center/Brazilian Civilian Aviation Agency) Brazilian aviation and safety authorities are working with Helibras on this matter, but the Airbus H145 D3 comes certified with billateral relationship between ANAC and European Union Aviation Safety Agency (EASA) and the matter should go to EASA to take actions with Company. H145 D3 was brought being updated from Bo105/Bk117 certification and received a avionics update called Helionix, that came up with shadowing phe- nomena and WXR FAIL message coming up intermittently on MFD (Multifunction Flight Display). Tried to work with the OEM (original equipment manufacturer) to solve the problem but AHD blames EASA for certification bureaucreacy and issues to come up with a solution/update on the radar system to solve the shadowing/failure problem occurring with many serial numbers. Already registered safety issue claims on EASA/ (European Co-ordination centre for Accident and Incident Reporting Systems) ECCAIRS2/ANAC/ CENIPA etc but no feedback yet. This radar system will cause accidents on the Brazilian fleet at least, because it is an issue occurring on many serial numbers and we don't have radar coverage in Brazil such as XMWX or NEXRAD. We need to rely solely on aircraft equipment and satellite images. Please notify the manufacturer AHD to explain why the system was certified with a failing radar software communication with avionics.

Synopsis

EC145 pilot reported encountering issues with the onboard weather radar system and suggests these issues are common within the entire fleet.

Time / Day

Date : 202308

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : S50.Airport

State Reference : WA

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 7

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : S50

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : S50

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : S50

Aircraft Operator : Personal

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Airspace.Class G : S50

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 965

Experience.Flight Crew.Last 90 Days : 210

Experience.Flight Crew.Type : 400

ASRS Report Number.Accession Number : 2030130
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

I was conducting private pilot training with focus on landings at S50 with a student. On third consecutive lap and making calls on each leg of the pattern, Aircraft Y [helicopter] reports departing Taxiway A south departure. We are currently in downwind for Runway 34 and I spot the aircraft starting to depart but lose them shortly thereafter. After turning base and reporting turning base. I still did not see the aircraft. As we neared final they appeared off the nose. We made an immediate turn towards the runway to avoid further conflict. The helicopter's position was aligned with Final for runway in use, 34. After avoiding conflict and stabilizing aircraft I asked over the radio that the helicopter avoid flying up final with traffic in the pattern. They responded with that they were not and that it was my fault for being so close. I spoke up and advised that we turned early because they were on final. They responded with to contact the airports manager if I had a problem with them. I believe that this was a very hazardous attitude to take with safety and that the pilot did not really care who he cut off and that it was the planes responsibility to move for him. If the pilot had departed into the wind and followed a standard departure there would not have been a conflict.

Synopsis

General aviation fixed wing pilot reported a near miss with a helicopter at S50 non-towered airport during a training flight in VMC conditions. The Instructor performed an immediate turn to avoid the conflict.

Time / Day

Date : 202308

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Trainee

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 173

Experience.Flight Crew.Last 90 Days : 55

Experience.Flight Crew.Type : 173

ASRS Report Number.Accession Number : 2026223

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I was a student pilot preparing for my private helicopter rating at ZZZ airport, when this incident occurred. While at the south end of Runway XX at ZZZ, my instructor and I were preparing to engage in a maximum performance takeoff. While clearing the area for traffic, I looked on ForeFlight and saw that an aircraft was coming down the runway from behind us. I looked over my left shoulder and saw the airplane taking off from behind us on the same runway without yielding the right of way and without making a radio call on the CTAF. When airborne, the airplane went to its left and our left to go around us, then turned right over and in front of us before we began our maneuver. The pilot of Aircraft Y never announced or responded on the CTAF and proceeded on to ZZZ1 from ZZZ. My instructor spoke with a board member of the association who then spoke with the pilot. I was not a party to either conversation, but it was reported back that the pilot of Aircraft Y made a comment about his age and that it may have played a part in him not seeing us.

Synopsis

Helicopter pilot reported a near miss while preparing for takeoff as the other aircraft took off behind the reporter's aircraft without making any radio calls.

Time / Day

Date : 202308
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SMD.Airport
State Reference : IN
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Light : Daylight
Ceiling.Single Value : 5000

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : SMD
Aircraft Operator : FBO
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Initial Approach
Airspace.Class E : SMD

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : SMD
Make Model Name : Helicopter
Mission : Ambulance
Airspace.Class E : SMD

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 600
Experience.Flight Crew.Last 90 Days : 250
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 2025467
Human Factors : Communication Breakdown
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 250
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Airspace Structure

Narrative: 1

I am a flight instructor and we were completing a normal lesson and coming back in for the final landing. We entered the traffic pattern properly executing a midfield cross for the left downwind runway 23 (SMD). We have class Charlie airspace directly above the airport which prevents the tear drop entry to the traffic pattern for all runways. All runways at SMD are left hand traffic patterns. We entered the pattern properly and once we were established in the left downwind for runway 23 we noticed a medevac helicopter who had just departed the hospital north of the field fly opposite direction in the downwind. We made an evasive steep turn to the right to avoid the helicopter. We had roughly 250 feet horizontal and 250 feet or less vertical separation as stated above. This is not the first time this happened with the local medevac helicopters operating out of the hospital north of the field. They are constantly flying in the downwind of the active runway opposite direction between 1500-1700 feet MSL. Our traffic pattern altitude is 1800 feet MSL at the field. I personally have encountered them 3 separate times being too close but this one was first time we had a near miss and had to actually take action to avoid them. I do not have the type of rotorcraft or any specifics other then it is called Aircraft Y and operates the hospitals around the area.

Synopsis

Flight Instructor reported a near miss with a helicopter while entering the traffic pattern at a non-towered airport during a training flight. The Instructor took evasive action to avoid the helicopter.

Time / Day

Date : 202308

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : RAP.Airport

State Reference : SD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 25000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : RAP

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Taxi

Airspace.Class D : RAP

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : RAP

Make Model Name : Helicopter

Mission : Ambulance

Flight Phase : Takeoff / Launch

Airspace.Class D : RAP

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 5050

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 760

ASRS Report Number.Accession Number : 2024143

Human Factors : Situational Awareness

Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I just landed and was cleared to taxi to parking via Taxiway A. Many aircraft exit at G2. To get to my hangar. While taxiing between G2 and G1, a helicopter was cleared to depart via Taxiway A. The helicopter air taxied from the ramp and appeared to proceed with his departure just prior to reaching Taxiway A and directly in front of me, not more than 75-100 feet in front of me. I don't think he even saw me or realized I was there. I saw him just as he transitioned from air taxi to takeoff and stopped immediately. I told the Tower that what just occurred was unsafe. The Tower Controller responded that it was a helicopter and had to depart quickly. I told it it was still an unsafe situation; had I been slightly further down the taxiway, a collision could have occurred. This particular area is not visible from the Tower, and I don't think the controller saw where I was in relationship to the helicopter when they cleared him for departure. This is a very busy time for the helicopters as an event was going on with lots of flights. Still, when operations are rushed, that is where mistakes happen that be tragic.

Synopsis

General aviation pilot reported a near miss with a helicopter after landing at RAP airport during taxi in. The helicopter was cleared to depart from a taxiway with limited visibility from the Tower and the helicopter passed just in front of the pilot on the taxiway as he stopped immediately.

Time / Day

Date : 202308

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Helicopter

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 540

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 75

ASRS Report Number.Accession Number : 2023438

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Final approach to landing at ZZZ, Runway XX, 100 feet AGL, Helicopter departing to the south from Taxiway 1. Required go-around with evasions to the left to avoid contact. No further action from tower or other traffic.

Synopsis

Cessna 172 Instructor pilot reported a near miss on final approach during a training flight at a tower controlled airport. The pilot indicated a helicopter departed from a taxiway, the Instructor performed an immediate maneuver to avoid contact, then performed a go around and landed.

Time / Day

Date : 202307

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 246

Relative Position.Distance.Nautical Miles : 25

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : Military

Make Model Name : Iroquois (Huey) All Series Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

Aircraft Operator : Corporate

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Agriculture

Flight Phase : Cruise

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Military

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1005.2

Experience.Flight Crew.Last 90 Days : 61.2

Experience.Flight Crew.Type : 1005.2

ASRS Report Number.Accession Number : 2022872

Human Factors : Time Pressure

Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

On the morning of Day 0, Aircraft X, a single military TH-1H conducting student training departed on a heading of 130. Upon clearing the tree line at the landing zone (approximately 50 ft AGL) the instructor pilot of Aircraft X had to immediately take controls from the student pilot in order to execute a rapid 90 degree AOB turn at full left deflection on the cyclic in order to avoid a single, Air Tractor AT-300 also at 50 ft AGL, on a heading of 230, flying at an airspeed of approximately 120 knots. Aircraft X was able to safely maneuver away from the AT-300. A controllability check was accomplished by Aircraft X to ensure all flight controls were operating correctly. Upon termination of the sortie, the instructor pilot of Aircraft X was able to contact the pilot of the AT-300. The civilian pilot was aware of the location and said that he was daydreaming and was looking at a cotton field prior to finally observing Aircraft X maneuvering away. He said that he made a left bank to avoid the collision as well. After discussing ways to prevent a future midair collision, the pilot of the AT-300 said that he will monitor XXX.X and will respond to any military aircraft if they let him know where they are operating.

Synopsis

Helicopter Instructor pilot with student reported a NMAC with an agricultural aircraft while maneuvering requiring the Instructor to take evasive action to avoid a collision.

Time / Day

Date : 202307

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 15000

RVR.Single Value : 8000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Climb

Route In Use : None

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Operating Under FAR Part : Part 135

Mission : Ambulance

Flight Phase : Final Approach

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 320
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 310
ASRS Report Number.Accession Number : 2020129
Human Factors : Situational Awareness
Human Factors : Distraction

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 500
When Detected : In-flight
Result.Flight Crew : Returned To Clearance
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Was cleared for a left turn out and instead turned right at 500 feet AGL. Stayed there for a moment before realizing my mistake and turning the opposite direction, back to the left where I was supposed to be, which put me in the path of departing traffic, although said traffic was not really a factor because at that time I was much higher and further than they would be when I passed as they were also a single engine piston. Did not realize until later I shouldn't have turned but rather advised ATC and let them tell me what to do. They do not have radar so they didn't notice. I did get close to other traffic enough for my warning system to advise me of their position but it was a helicopter flying to the airport from the hospital and was very low. I got sight of them quickly and knew they weren't a factor either. The problem arose due to me not writing down and remembering my clearance properly. Will be avoided in the future by doing this. It was discovered by me realizing my mistake. Contributing factors are distraction and being a new instructor, easily excited and distracted by students. It was on a discovery flight.

Synopsis

GA flight instructor reported a NMAC after turning right rather than left as cleared during departure. The reporter became aware of the issue and corrected the heading.

Time / Day

Date : 202307

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 354

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 9

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

Aircraft Operator : Commercial Operator (UAS)

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 107

Mission : Photo Shoot / Video

Flight Phase : Hovering (UAS)

Operating Under Waivers / Exemptions / Authorizations (UAS) : N

Weight Category (UAS) : Small

Configuration (UAS) : Multi-Rotor

Flight Operated As (UAS) : VLOS

Flight Operated with Visual Observer (UAS) : Y

Control Mode (UAS) : Manual Control

Flying In / Near / Over (UAS) : Private Property

Flying In / Near / Over (UAS) : Emergency Services

Type (UAS) : Purchased

Number of UAS Being Controlled (UAS).Number of UAS : 1

Aircraft : 2

Reference : Y

Aircraft Operator : Government

Make Model Name : Helicopter

Flight Phase : Cruise

Person

Location Of Person : Outdoor / Field Station (UAS)

Reporter Organization : Commercial Operator (UAS)

Function.Flight Crew : Remote PIC (UAS)

Qualification.Flight Crew : Remote Pilot (UAS)

Experience.Flight Crew.Total : 150

Experience.Flight Crew.Total (UAS) : 100

Experience.Flight Crew.Last 90 Days (UAS) : 18

Experience.Flight Crew.Type (UAS) : 12

ASRS Report Number.Accession Number : 2018539
Human Factors : Time Pressure
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Conflict : Airborne Conflict
Detector.Person : UAS Crew
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Ambiguous

Narrative: 1

I was already up established flying. I was hovering at 130 ft. outside of the established perimeter of a crime scene. I heard and then saw via my UAS remote a police helicopter approaching the scene below the height I was flying. Per rule 107.37 I immediately started to descend above the trees to 72 ft. to give right of way to the helicopter. I then saw the police chopper keep moving towards where I was hovering so I quickly flew to an opening in the trees and dropped to 50 ft. and landed when it was safe.

Synopsis

Part 107 UAS pilot was flying when a rotor wing helicopter approached. The UAS crew gave way to the helicopter and landed.

Time / Day

Date : 202307

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 5

Light : Dawn

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase : Taxi

Airspace.Class E : ZZZ

Component

Aircraft Component : Communication Systems

Aircraft Reference : Y

Problem : Malfunctioning

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 103

Experience.Flight Crew.Last 90 Days : 7

Experience.Flight Crew.Type : 70

ASRS Report Number.Accession Number : 2018487

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 330
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

I was flying a C-172 from ZZZ. The airport has two intersecting Runways, Runway X-XY and Runway Y-YZ. Runway XY-X is more commonly used but was closed this day by a NOTAM. During preflight, I performed my standard radio check and someone on the CTAF confirmed they heard my call. I then taxied to Runway YZ for departure. I was number two for takeoff behind another C-172. As myself and the other C-172 were doing our run-up, a helicopter radioed that he would be crossing Runway YZ-Y a couple times to pick up passengers at hangars on the other side of the airport. The hangars and adjacent taxiways are on Runway Y side. As the C-172 in front of me took the Runway, he radioed to the helicopter asking whether he was clear of the active (YZ-Y). There was no response. The C-172 called again, asking for confirmation that the Runway was clear. Again no response. After a brief pause, the C-172 started his takeoff roll. As he did, I radioed that I was holding short of YZ, waiting for departing traffic. After the C-172 ahead of me was a few hundred feet AGL, I self-announced my departure on Runway YZ. After quickly checking short final visually and on ForeFlight, and checking the Runway, I taxied into position and started my takeoff run. Runway YZ is high in the middle, so from the departure end it's only possible to see about halfway down the Runway. ForeFlight track logs show that I was airborne within 1200 feet. As I began climbing, I saw the helicopter, which was not visible from the end of YZ, starting to cross the end of Runway Y, right to left. I pitched up to Vx (best angle of climb) and made a slight right turn as I departed. As I crossed the end of Runway Y where the helicopter was crossing, I was at 330 AGL. A few moments later the helicopter broadcasted on the CTAF, inquiring about the aircraft that had just departed Runway YZ. I responded and indicated I had announced my departure and saw and heard from no conflicting traffic. The helicopter suggested there was a gap in communications on either his end or mine. A third person on the CTAF then chimed in that they had heard my Runway YZ departure call. The helicopter acknowledged and apologized for missing the transmission, and we both continued on our way. Based on events, it seems that the helicopter was not receiving CTAF transmissions from either myself or the C-172 ahead of me. If he was, I would have expected a response from our multiple pre-departure calls. Fortunately, due to the length of Runway YZ (4000 ft), the climb performance of my C-172, and the position of the helicopter (by the Runway Y numbers), our paths did not come dangerously close (some basic math suggests we were at least 380 ft apart). For my part, I believe that climbing at Vx was probably the best action I could take to avoid the helicopter, since I was already airborne when I spotted him.

Synopsis

C172 pilot reported NMAC with helicopter during takeoff climb at non-towered airport.

Time / Day

Date : 202307

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 40

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 4800

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Passenger

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class B : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class B : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 4800

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 4800
ASRS Report Number.Accession Number : 2017994
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

While flying single pilot VFR and before entering the ZZZ1 Class Bravo airspace, I was issued a squawk code during the VIP TFR. After arriving at heliport ZZZ at XA: 30, I held the code to the ground and after waiting approximately 15 more minutes before departing, I began attempting to contact ZZZ for a clearance to depart the heliport back into the TFR while still on my discreet code. During my first two attempts on com 1 in my assigned helicopter, I was unable to reach Tower Controller. This was most likely due to line of sight to the Tower. While this was happening, I could hear aircraft on frequency, but was not able to send and receive. I then switched to com 2 and had better results. At this time, I elected to hold on the ground for an inbound helicopter, which was about a mile from the heliport. ZZZ Controller was busy with float planes landing and departing from ZZZ2, therefore the frequency was quite busy. When I finally got my clearance to depart, I cleared my area and appeared safe to lift from spot Transit at ZZZ. At this point, I remained on ZZZ frequency to depart since I now had a Class Bravo clearance into the TFR southbound and did not notify ZZZ prior to lifting. While lifting into hover and climbing rearward to stay in sight of my parking line, at about 40 ft., I noticed a helicopter to my left landing on Spot X, which is adjacent to the Transit parking spot. We passed each other while my aircraft was departing and the other aircraft was arriving. Both aircraft successfully departed and arrived respectively with out incident however relatively close to one another. After departing, the realization was that a call to ZZZ was not made after getting cleared into ZZZ1 Class B prior to lifting was not made, nor was the frequency monitored due to the inability to contact ZZZ Tower on com 1, and never reverting either radio to the appropriate frequency to monitor XXX.XX.

Synopsis

Rotorcraft pilot reported during liftoff, they passed close to a helicopter arriving at the adjacent parking spot. Departing pilot stated they did not communicate intentions on the airport frequency prior to lifting.

Time / Day

Date : 202307

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : S-76/S-76 Mark II

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Ambulance

Flight Phase : Climb

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 1

Flight Plan : None

Mission : Training

Flight Phase : Climb

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 5700

Experience.Flight Crew.Last 90 Days : 50

ASRS Report Number.Accession Number : 2015262

Human Factors : Communication Breakdown

Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 200
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

We were preparing to depart a hospital helipad en route to a scene picking up the patient at an airport. ZZZ1 is approximately 3 miles west of ZZZ and inside their Class Delta airspace and our route of flight would take us directly through this airspace. Prior to departing the helipad, I called ZZZ Tower using our medevac call sign and stated we were ready to lift from the helipad, we were medevac status en route to the airport. I stated our on-course heading and requested clearance through the Class Delta airspace. The Tower Controller said he had multiple aircraft in the pattern asked if I could depart and remain 1 mile north of the departure end of Runway XX. I was surprised I didn't get a clearance under medevac status to go directly through the Class Delta airspace on course but accepted the slight deviation to get moving. The problem was the small aircraft using Runway XX were still in their normal flow and one was departing and climbing out at the same time we were crossing the centerline on the departure end of Runway XX. To provide clearance from this aircraft I had to start an immediate descent. This provided clearance but we were still in close proximity to this airplane. Nothing was said by the Tower, and I didn't say anything either since the frequency was quite busy. I feel being in medevac status we were not given any priority handling and we should not be dodging aircraft in controlled airspace if ATC is looking out for us. On a side note, shortly after all this took place, we were canceled from this flight (which happens in EMS for multiple reasons) and continued south to our home base.

Synopsis

S-76 EMS pilot reported after asking ATC to cross through their airspace on a medical mission, the controller asked the pilot to remain a mile north of the runway. Traversing the area, the EMS pilot needed to use evasive action to avoid an aircraft departing the runway.

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : Mixed
Weather Elements / Visibility.Visibility : 8
Light : Dusk
Ceiling.Single Value : 2700

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Government
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Airspace.Class C : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Last 90 Days : 180
Experience.Flight Crew.Type : 6000
ASRS Report Number.Accession Number : 2013352
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Other Person
Miss Distance.Vertical : 100
When Detected : In-flight

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Airspace Structure

Narrative: 1

We taxied out to Runway XXC at ZZZ. The airport was very busy. We were #6 in the pad waiting for departure. There were two Law Enforcement helicopters following a vehicle just west of the airport. A Company 737 in front of us was given a confusing clearance to avoid the helicopters on departure. We watched on TCAS as they just missed the helicopters. Before we departed, the 2 helicopters crossed the departure end of XXC and moved to the north of the airport. During this time ATC lost communications with one of the helicopters. The ZZZ Tower Controller seemed very busy. We were cleared for departure with a right turn to heading 110. While in the climbing right turn we realized we were very close to the helicopters. We did not know what direction they were going or if they were changing altitude. We followed our clearance and waited for a RA from our TCAS. We never saw the helicopter because I was concentrating inside on flying the aircraft trying to climb overtop of the helicopters. The Captain couldn't see them because we were in a nose up attitude. The one helicopter saw us and radioed they were descending to avoid us. According to TCAS we went right over top of them by 100 feet. Helicopters should not operate right off the end of a busy runway! ATC should not vector aircraft on a collision course.

Synopsis

B737 pilot reported a NMAC with a helicopter after takeoff following a vector from ATC. Helicopter pilot descended to avoid colliding with the B737.

Time / Day

Date : 202306

Local Time Of Day : 0601-1200

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Mission : Ambulance

Maintenance Status.Records Complete : N

Maintenance Status.Released For Service : N

Maintenance Status.Required / Correct Doc On Board : N

Maintenance Status.Maintenance Type : Scheduled Maintenance

Maintenance Status.Maintenance Items Involved : Inspection

Maintenance Status.Maintenance Items Involved : Repair

Maintenance Status.Maintenance Items Involved : Testing

Person

Location Of Person : Hangar / Base

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 2011135

Human Factors : Troubleshooting

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Maintenance

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : MEL / CDL

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Result.General : Release Refused / Aircraft Not Accepted

Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Manuals
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

On Date 1 and Date 2 I flew the aircraft on normal interfacility transfers. All logbook entries, maintenance and signoffs etc were apparently correct and current. However, days after the last flight, through conversations between another pilot and a mechanic we found that maintenance items on this aircraft were not complied with. There was torque sensor maintenance done by mechanics that hadn't been documented in the logbooks for the aircraft. There was a main rotor mast uniball inspection that wasn't performed but signed off in the logbook by mechanics and there was work on the pitot static system due to a blockage and subsequent replacement of the steam gauge airspeed indicator done by mechanics. An operational and leak check on the pitot system was signed off but not performed. The main rotor mast uniball inspection was signed off in the logs but according to eye witness not performed, and subsequent torque writeups that are associated with that inspection were never entered into the logbook. Additionally the aircraft should have been put out of service for that inspection which wasn't done either. Due to the uncertainty of maintenance performed and/or missing follow up torque checks and the fact that the aircraft was flown by me after those inspections/work performed or not, there is a possibility that I unknowingly overflew either the uniball inspection or the associated torque checks. At the time of flight all logbook entries were current and complied with, which is why I was certain that the aircraft was in an airworthy condition. I want to emphasize that all these findings came to light several days after the flights had happened and that at the time of flight the aircraft - to my best knowledge and information available to me - was current and in airworthy condition. Only way I could have known or determined at the time of flight that the aircraft might not have been in compliance and airworthy.

Synopsis

Helicopter pilot reported flying in a non-airworthy aircraft when maintenance logbooks indicated work compliance and aircraft was airworthy. Maintenance signed off on repairs and inspections that were observed to have not been completed.

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : RV-8
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Takeoff / Launch
Route In Use : Direct

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Helicopter
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4200
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 900
ASRS Report Number.Accession Number : 2010282
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 20
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

As I completed pre-takeoff run-up at an uncontrolled airport (ZZZ) I received partial radio transmission from an aircraft taxiing toward the FBO ramp and fuel services. Although I did not see the aircraft in question, that location on the field did not seem to be a conflict for me as I did a visual check for traffic on final and announced my intention to depart Runway XX. As I became airborne I saw that there was indeed an aircraft taxiing as described - and it was a helicopter - as had likely been stated in the part of the transmission I had not received. There was no need for either of us to take evasive action and not doing so was the safest course of action at that point as we were not in conflict with each other - my aircraft over the runway center-line and the helicopter moving over the parallel taxiway. However, at point of closest approach we were closer than any two airborne aircraft have any business being. My approach henceforth will be to make sure that I don't make decisions based on partially received transmissions. Had I heard the word 'helicopter' anywhere in the announcement of the taxi activity I would have delayed my takeoff until the helicopter was firmly and visibly on the ground!

Synopsis

RV8 pilot reported a NMAC during takeoff with a helicopter taxiing on the adjacent parallel taxiway. A previous garbled CTAF transmission led to a lack of awareness of the helicopter traffic and indicated no need for action to avoid the helicopter.

Time / Day

Date : 202306

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 330

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 20

Light : Daylight

Ceiling.Single Value : 3500

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Climb

Route In Use : None

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : None

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial
Experience.Air Traffic Control.Supervisory : 6135
Experience.Flight Crew.Total : 4500
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 2009015
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Other / Unknown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 100
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

After touch and go at airport, I announced and departed straight out to the SW. After climbing through pattern altitude, I announced and turned toward the north to exit the area. When almost completing the turn northbound, I saw a helicopter that appeared to be on the right downwind (airplanes use left traffic at this airport and runway). Even though I kept careful watch listening to CTAF, looking outside, and monitoring ADS-B In, this was the first I knew about the helicopter. I was shocked to see it but not too close to require any maneuver other than the one I was already performing (turning toward the north and climbing).

Synopsis

Single engine pilot reported a NMAC while departing a non towered airport. The pilot stated while making the departure an unannounced helicopter was downwind and too close to the departure path.

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 450

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : Robinson R44
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Flight Phase : Cruise
Route In Use : None
Airspace.Class G : ZZZ

Component

Aircraft Component : Helicopter Gearbox Belt Drive
Aircraft Reference : X
Problem : Failed

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Government
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1780
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 2008727

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight

Result.General : Evacuated

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Primary Problem : Aircraft

Narrative: 1

I am writing to share that I experienced a malfunction of a Robinson R44 automatic drive belt tensioner component, while conducting helicopter patrols flying over non-populated terrain. I remember hearing a banging sound, followed by an immediate and uncommanded rise in engine RPM, and the illumination of warning / hazard lights with a loss of perceived power. I immediately initiated an autorotational descent, while Person B reported the situation to Dispatch. The autorotation was concluded successfully with the aircraft landing upright on its skids in a soft field of mud. I then immediately shut down the engine, electrical switches, stopped the rotor blades from rotating, and determined at that point there was no further danger to the occupants of the aircraft. The two souls on board, myself and Person B, both walked away without need for aid, and with both reporting no injuries. I initiated a call to the Chief Pilot to report the mechanical failure, while Person B contacted other personnel for assistance. After an initial inspection of the aircraft and surrounding area, there was no damage to persons or property on the surface and no further damage to the aircraft outside what caused the initial loss of power. After further inspection no damage to flight controls or structural components, to include sheet-metal, skids or blades, was found. The aircraft was later removed from the private party's field via helicopter and transported via trailer to the department's contracted maintenance facility.

Synopsis

R44 helicopter pilot reported a malfunction of the automatic drive belt tensioner component, which resulted in an immediate uncommanded rise in engine RPM and associated warning lights. The pilot performed an autorotational descent and landed upright in soft mud on the helicopter skids. There were no injuries to the aircraft's occupants.

Time / Day

Date : 202306

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : MBB-BK 117 All Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Taxi

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Agriculture

Flight Phase : Parked

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 2008212

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

I approached to land at ZZZ on Runway XX upon reaching a hover I sidestepped left to hover taxi over the taxiway. There was an old crop-dusting plane being fueled at the pump. I passed the plane approximately 80 ft. to the south of the plane over the taxiway hovering between 4 and 8 ft. I proceeded to land next to the ambulance waiting at the ramp. As we passed the plane one of my crew members stated that the small plane began to turn on its own. I landed at the H and shut down. After I shut down, I spoke with the pilot of the plane. I told him that I was sorry for his inconvenience. I told him that I gave him plenty of space when I hover taxied past him. I asked does your plane have a parking brake - he replied no, it is not equipped with one. The plane also did not have wheel chocks in place. I took pictures of the plane and called Person A. I gave the man Person A's contact information and my own. In my professional opinion as a dual rated pilot, the damage to this man's plane occurred purely out of his own negligence, one for not having a parking brake and two not having his wheels chocked. His plane would not have been affected by my rotor wash, if he had secured his plane properly. Have all airplane pilots that are fueling their aircraft with no brakes, to place chocks on the wheels.

Synopsis

MBB-BK117 pilot reported the rotor wash of the helicopter while performing a hover taxi over the taxiway caused a nearby aircraft that was fueling to move. The other aircraft did not have a parking brake function and the wheels were not chocked.

Time / Day

Date : 202306

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 3

Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

Make Model Name : Small UAS, Multi Rotor

Crew Size.Number Of Crew : 1

Airspace.Class D : ZZZ

Weight Category (UAS) : Micro

Configuration (UAS) : Multi-Rotor

Flying In / Near / Over (UAS) : No Drone Zone

Flying In / Near / Over (UAS) : Moving Vehicles

Flying In / Near / Over (UAS) : Crowds

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

Aircraft : 2

Reference : Y

Aircraft Operator : FBO

Make Model Name : Helicopter

Mission : Passenger

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class D : ZZZ

Person

Location Of Person.Other

Reporter Organization : FBO

Function.Other

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 5500

ASRS Report Number.Accession Number : 2007198

Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Detector.Person : Other Person
Detector.Person : Flight Crew
Miss Distance.Horizontal : 25
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1

My pilot departed the heliport with passengers on board and at about 500 feet from the heliport on his climb out he encountered a drone at the same altitude of 200 feet AGL within about 20-25 feet from our helicopter. Our pilot took evasive action and maneuvers to avoid making contact with the drone. Drone operations at and around heliport are an ongoing problem which needs to be addressed!!!

Synopsis

Helicopter operator reported witnessing a company helicopter encounter a near miss with a UAS while climbing out of the heliport.

Time / Day

Date : 202305

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 2.5

Altitude.AGL.Single Value : 400

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

Weight Category (UAS) : Micro

Configuration (UAS) : Multi-Rotor

Flying In / Near / Over (UAS) : People / Populated Areas

Flying In / Near / Over (UAS) : No Drone Zone

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

Aircraft : 2

Reference : Y

Aircraft Operator : FBO

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Passenger

Flight Phase : Cruise

Person

Reporter Organization : Air Taxi

Function.Flight Crew : Other / Unknown

Function.Other

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 5500

ASRS Report Number.Accession Number : 2002793

Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Observer
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I operate a helicopter sightseeing tour operation next to Location X. We noticed a drone flying next to Location X. As our tour helicopter was inbound with passengers on board I radioed our pilot to stay wide on his approach due to the drone sighting. As our pilot was on approach the drone flew in the direction of our helicopter and approach path. I continued to warn our pilot of the drones careless actions and our pilot had to deviate to keep a somewhat safe distance from the drone. These types of events seem to be happening more and more. A drone geofence or something similar would be a major benefit in this area.

Synopsis

A fixed based rotor wing operator reported a near miss between a UAS and a helicopter.

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : CDC.Airport
State Reference : UT
Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Amateur/Home Built/Experimental
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class G : BVL

Aircraft : 2

Reference : Y
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Airspace.Class G : BVL

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 900
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2002454
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Miss Distance.Horizontal : 150

When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

I was on a VFR flight plan in cruise configuration traveling westbound at 8500 ft. on a 260-degree heading. A small helicopter traveling opposite, eastbound, at my altitude nearly collided with me, missing me by approximately 150 ft. The helicopter was clearly at the incorrect altitude traveling eastbound. This near mid-air occurred approximately 25 - 30 NM miles east of BVL VOR. I would like you to investigate if you can determine who was operating the helicopter at the incorrect VFR altitude and take action.

Synopsis

Experimental aircraft pilot reported an NMAC occurred during cruise. A helicopter flying in the opposite direction was at the wrong altitude while traveling eastbound.

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ECP.Airport
State Reference : FL
Relative Position.Distance.Nautical Miles : 23
Altitude.AGL.Single Value : 400

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : Small UAS, Multi Rotor
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Mission : Photo Shoot / Video
Flight Phase : Hovering (UAS)
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Private Property
Flying In / Near / Over (UAS) : Aircraft / UAS
Flying In / Near / Over (UAS) : People / Populated Areas
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Aircraft : 2

Reference : Y
Make Model Name : Helicopter
Flight Phase : Takeoff / Launch

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Other
Experience.Flight Crew.Total : 3
Experience.Flight Crew.Total (UAS) : 100
Experience.Flight Crew.Last 90 Days (UAS) : 20

Experience.Flight Crew.Type (UAS) : 100
ASRS Report Number.Accession Number : 2002103
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Conflict : Airborne Conflict
Detector.Person : UAS Crew
Miss Distance.Horizontal : 1250
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1

Subject: Near Mid-Air Collision Between Unmanned Aircraft System and Manned Helicopter
Location: Over the Grand Lagoon, Bay County, Florida
Involved Aircraft: Unmanned Aircraft System (Drone) and Helicopter
I was operating an Unmanned Aircraft System (UAS or drone) over the Grand Lagoon area in Bay County, Florida, at an altitude of 400 feet, within the Visual Line of Sight (VLOS), adhering to FAA regulations. At approximately XA:00, I noticed a helicopter lifting off from a vacant lot across the water. Due to the tree line and the fact that the helicopter was located in a vacant lot shielded by several homes, it was not visible until it had risen above the trees. Upon noticing the helicopter, I immediately initiated a descent of the drone to yield the right of way and maintain a safe distance, in accordance with FAA regulations. During my drone's descent, it shared the same altitude with the helicopter at one point. The lateral distance between the drone and the helicopter at its closest point was approximately 1,200 feet, as verified by Automatic Dependent Surveillance-Broadcast (ADS-B) data, before the helicopter altered its flight path. I was actively trying to avoid a potential collision as soon as the helicopter came into view, and I safely descended and landed the drone. Though an actual collision was avoided, I am reporting this incident due to the potential safety risks posed in such situations. It demonstrates the need for enhanced awareness among UAS operators of possible low-altitude manned aircraft operations in residential areas, even in the absence of formal launch or landing pads. I recommend that further steps be taken to improve coordination and communication between UAS operators and operators of low-flying manned aircraft, especially in residential areas where obstacles may hinder the early detection of manned aircraft. Awareness campaigns targeting drone operators about the possible presence of low-altitude manned aircraft operations could also help mitigate such incidents in the future. In addition, technological solutions such as detection and avoidance systems for drones may provide additional safety measures in similar situations. I believe that data from incidents like this one, particularly when corroborated by ADS-B data, can help inform and improve such solutions. Thank you for your attention to this matter. I trust that this information will be useful in enhancing aviation safety.

Synopsis

Recreational/Hobbyist UAS pilot reported they were flying in an approved location. The UAS had a near miss with a low flying rotor wing aircraft which departed from an off airport location.

Time / Day

Date : 202305
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.AGL.Single Value : 600

Environment

Weather Elements / Visibility.Visibility : 10

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Cessna 152
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff / Launch
Flight Phase : Initial Climb
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Flight Phase : Landing
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 370
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 350
ASRS Report Number.Accession Number : 2000682
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Workload

Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

While practicing landings on Runway XXL at ZZZ airport, a helicopter was practicing touch and goes using a left pattern for Runway XXR. Over the CTAF, a miscommunication occurred regarding the timing of a takeoff. My student and I believed the helicopter was making a full stop on the runway based on their radio call, and indicated we would wait for their landing before departing. After they appeared to stop, we made a departure call and began a takeoff roll. The helicopter then began proceeding upwind. By then, I was unsure we would be able to safely abort the takeoff, so I continued upwind, keeping the helicopter in sight. I attempted to contact the helicopter on the CTAF about their intentions, and twice received no reply. They then announced a left crosswind departure. I leveled off, anticipating they would continue their climb and turn above me, announced my position, and asked if they had me in sight. They looked and seemed to visually acquire me at this time. I am unsure whether separation actually fell below 500 feet, but I figured the potentially hazardous situation caused by lack of communication at a hazardous airport was worth the report. I was later informed that helicopters do not always touch down and "taxi back" ZZZ based on operating restrictions, and believe my own lack of familiarity with helicopter pattern operations may have been a factor as well.

Synopsis

Flight Instructor with student reported a NMAC with a helicopter during takeoff from a non-towered airport.

Time / Day

Date : 202305

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : VDF.Airport

State Reference : FL

Altitude.AGL.Single Value : 40

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : FBO

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : ZZZ

Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 419

Experience.Flight Crew.Last 90 Days : 179

Experience.Flight Crew.Type : 308

ASRS Report Number.Accession Number : 2000393

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 40
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Me and a student were flying on right traffic to Runway 5 (Runway in use). I myself did the right base call and a final call after clearing and turning on to final Runway 5. I remember, that there was quite some traffic on the CTAF frequency at the time and I vividly remember hearing an aircraft calling a final after we were already on short final (I believe we were at end of runway). On short final (being over the runway) approaching the 1000 ft. markers steep at about 40 ft., we noticed Aircraft Y landed right below us on the runway. I called out the aircraft right away about what's going on and he replied, "I called out final." If we were lower (which we were supposed to be if the student was on track), a collision would have been unavoidable. The aircraft was so close and so low, that (ramp personnel said) our downwash from the rotors affected his landing significantly just before touchdown. Communication and situational awareness are in my opinion definitely a factor in this incident. It was a busy traffic pattern. At least 4 planes and us as the helicopter. We, as helicopters, are requested to fly right traffic opposite than the airplanes. Traffic joins together on final where situational awareness must be increased even more by everyone. We had a plane land in front of us and I might have assumed, that this was the last aircraft that I remembered to have heard on the radio calling out a final. I do not want to say, that the other student did not do a call he might have, I just don't recall, neither does my student. We had several factors negatively affecting effective communication. Me instructing while in busy traffic pattern and language barriers of the student in the airplane. Management is now trying to implement new procedures for the airport to where we would stay away of the runway and just use one of the two parallel taxiways for landing.

Synopsis

Helicopter instructor reported a NMAC while on final approach near the 1,000 ft. runway marker. Just prior to touchdown, a single engine aircraft landed below the helicopter creating the near miss.

Time / Day

Date : 202304

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 350

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : SVFR

Mission : Personal

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Plan : None

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 2700

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 150

ASRS Report Number.Accession Number : 1997956

Human Factors : Workload

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

At approximately XA:15, I entered the left-hand landing pattern at ZZZ. As I approached the vicinity of the airport two aircraft announced their positions. One was departing and the other landing. Accordingly I announced that I would maneuver south of the airport and make a 45-degree entry to downwind. I verified that no aircraft were on downwind, and I entered downwind. During that time a helicopter announced they were entering a right-hand pattern. These opposed patterns are standard for fixed wing and helicopter aircraft at ZZZ. I continued making position reports and searched for the helicopter, but could not locate him. As I turned and announced base, the helicopter pilot announced that he had me in sight. I thanked him and continued, while searching. As I turned onto final approach I saw the helicopter a few hundred feet above me and to my right on approach. I continued and landed. Although we maintained visual separation and I was preceding the helicopter in the pattern, this was a closer conflict than I intended. What could I have done better? First, I could have made better use of the traffic depiction capabilities of my aircraft. Other aircraft were in the pattern, and my attention was in looking outside, merging into the pattern, and configuring my plane for landing. However, later I determined that I could have usefully increased the zoom of my traffic display to better observe all the traffic in the pattern. I applied see-and-avoid for the approach, but I now think that situational awareness would be increased while approaching the pattern by giving some attention to my traffic depiction display at a useful zoom. Second, I could have asked the other pilots more specifically their positions and whether they had my plane in sight. I could have confirmed that they were following me (or not) as I entered the empty downwind leg. This was especially true of the opposite-hand helicopter traffic and their intentions. Although brevity on frequency is taught and I attempt to be succinct in order to not block the busy communications frequency, this circumstance might have warranted a discussion. Third, I could have circled outside the pattern until I had visually identified the traffic (although I judged that visual identification of the helicopter from my initial position outside the pattern was not likely). Because the airport is [special airspace], I try to promptly enter the pattern and land after ZZZ1 ATC instructs me to change to unicom frequency. I now think that busy and opposite hand patterns would warrant circling near the airport, outside the landing pattern before entering to land in order to positively identify traffic in the pattern.

Synopsis

Pilot reported a NMAC during base turn for landing with a helicopter also on base turn. The pilot completed a safe landing although with less spacing than intended.

Time / Day

Date : 202305

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 131

Relative Position.Distance.Nautical Miles : 13

Altitude.AGL.Single Value : 230

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Landing

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator.Other

Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Utility / Infrastructure

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument
Experience.Air Traffic Control.Supervisory : 15796
Experience.Flight Crew.Total : 2559
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 88
ASRS Report Number.Accession Number : 1996747
Human Factors : Workload
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 300
When Detected : In-flight
Result.General : Police / Security Involved
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

We are an operator in an Aircraft X based out of ZZZ. We received a dispatch to a scene response just south east of ZZZ1, for an occupant of a motor vehicle which was entrapped. Weather is clear. During our reconnaissance portion of our landing zone which was right next to this crashed vehicle, we had to abort our recon due to an aircraft continuing at us, same height, and not visible to the eye due to its size and color (light white/cream) light green tail number hardly visible. We turned south east away from our landing zone to ensure we avoided the hazard. Once the aircraft was clear we made our approach into the wind traveling north west, at 230 ft. off the ground and in proximity to ground hazards, our ADS-B alarmed traffic again 300 ft. above, the Aircraft Y had made a circle back to the scene a second time and was well within a quarter mile. We were close enough I immediately stopped all forward movement of my helicopter and held an out of ground hover till the completely unaware pilot passed. We believe the pilot was task saturated, flying low, and hyper focused on looking at all the lights and sirens on the ground and was completely unaware of a helicopter trying to conduct life saving operations. This pilot gained the attention of the Highway Patrol, and we reported this incident to our management and through the use of a message system. We believe this aircraft was a power line patrol, and was in close proximity to the power lines, however at a much lower altitude and circling several times for no other reason than to gawk at the site, putting my aircraft my crew and the crews on the ground in grave danger for having a secondary aircraft on aircraft incident, while extricating trapped occupants from a vehicle. This pilot, not once but twice deliberately interfered with our operation and put a lot of lives on the line for simply wanting to take a look. I am a firm believer that people

just make mistakes, however this is something more, and this pilot needs a good talk with someone who isn't me, and can explain to them how grave this mistake could have been. I feel there is a chance for this individual to take a step back and remember we are not immune from accidents, and every flight isn't a normal everyday thing. It needs to be taken with utmost seriousness every time you climb in and out of a cockpit. Every time you do something new or not normal you're taking grave risks, like leaving your designated flight path for a look at something. Highway Patrol and local law enforcement reported the aircraft to ZZZ Approach, to tell the [expletive] to wave off and leave the area, I am unsure as to whether that was effective in getting this pilot to leave the area or not.

Synopsis

An air ambulance helicopter pilot approaching to land at an automobile accident site reported a NMAC with a fixed wing aircraft.

Time / Day

Date : 202304

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1240

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 6

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : UH-1N Twin Huey

Operating Under FAR Part : Part 91

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 5000

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 1000

ASRS Report Number.Accession Number : 1995110

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Entering ZZZ Runway XX pattern heard helicopter transmit will be overflying field 1000 ft. from east to west at 1000 ft. Continuous visual scanning picked up helicopter cross midfield at appx same altitude as our downwind altitude. Took evasive action to climb as helicopter flew under our aircraft. Vertical separation appeared to be 200 ft. - 400 ft. passing directly under us. Helicopter made no further transmissions.

Synopsis

Flight Instructor on a training flight in the airport traffic pattern reported a NMAC with a helicopter.

Time / Day

Date : 202304

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 2.5

Altitude.AGL.Single Value : 250

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

Aircraft Operator : Corporate

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Passenger

Flight Phase : Parked

Route In Use : None

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

Mission : Recreational / Hobbyist (UAS)

Flight Phase : Cruise

Flight Phase : Hovering (UAS)

Airspace.Class D : ZZZ

Configuration (UAS) : Multi-Rotor

Flying In / Near / Over (UAS) : People / Populated Areas

Flying In / Near / Over (UAS) : No Drone Zone

Flying In / Near / Over (UAS) : Aircraft / UAS

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Gate / Ramp / Line

Reporter Organization : Corporate

Function.Other

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 5500
Experience.Flight Crew.Total (UAS) : 0
Experience.Flight Crew.Last 90 Days (UAS) : 0
Experience.Flight Crew.Type (UAS) : 0
ASRS Report Number.Accession Number : 1994203
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Observer
When Detected : Pre-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1

I operate out of the heliport located next to Location A and within the Class Delta airspace of ZZZ. The helicopter was sitting on the heliport as we were waiting for customers to take a tour. My pilot noticed a drone flying around the heliport and Location A grounds. My pilot and myself went to see if we could locate the drone operator, which we were able to find him on the sidewalk of Location A. I spoke with the operator and informed him he shouldn't be flying his drone on Location A property, next to an operating heliport and/or in the Class Delta. He asked Class Delta?, as in he had no idea whatsoever what any airspace was. After our conversation he packed up and was leaving the area. Each year we have multiple drone operators operating around the heliport which presents a major danger to our pilots, passengers, aircraft, observers, vehicles and etc. As many of the operators that we have actually caught up to and spoke with either do not know or simply do not care about the rules and regulations. I think one solution may be geofencing or something of that nature to keep them from flying in the area of Location A and the heliport.

Synopsis

Helicopter pilot near a Class D airport witnessed a UAS flying in controlled airspace without authorization. The pilot found the UAS pilot and made them aware of the location and the UAS landed.

Time / Day

Date : 202304

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BNA.Airport

State Reference : TN

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BNA

Aircraft Operator : Air Carrier

Make Model Name : Large Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class C : BNA

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : BNA

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : BNA

Person

Location Of Person.Aircraft : X

Location Of Person.Facility : BNA.TWR

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4

ASRS Report Number.Accession Number : 1993430

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 500
When Detected : In-flight

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Airspace Structure

Narrative: 1

Aircraft X was on a visual approach to Runway 2C. Aircraft Y was a non-participating VFR helicopter circumnavigating the Class C surface area enroute to ZZZ. Aircraft Y passed directly under Aircraft X about 4.5 miles from the 2C threshold. Aircraft X saw the helicopter when they were about a mile apart. The Class C airspace of BNA is not appropriate for the level of traffic that the BNA Airport serves. Near misses with non-participating VFR aircraft are a common occurrence and it is just a matter of time before a substantial event takes place. Nashville needs Class B airspace.

Synopsis

BNA Tower Controller reported a helicopter passed directly underneath an air carrier that was on final approach.

Time / Day

Date : 202304

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : BNA.TRACON

State Reference : TN

Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BNA

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Plan : VFR

Mission : Training

Route In Use : None

Airspace.Class E : BNA

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : BNA

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class C : BNA

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : BNA

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Route In Use : Vectors

Airspace.Class C : BNA

Person

Location Of Person.Facility : BNA.TWR
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 13
ASRS Report Number.Accession Number : 1990658
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Workload
Human Factors : Time Pressure
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Company Policy
Primary Problem : Airspace Structure

Narrative: 1

Aircraft Y was receiving flight following, MEDEVAC status, from the southeast of the Tower airspace to west / northwest at 1600-1700 ft. Aircraft Z was departing off BNA turning to the southeast to climb above Aircraft Y. I, in the Local Control Position, observed a VFR target approximately 6 miles southeast of BNA, north bound indicating 1300 ft. He turned away from the Class C airspace at the last moment and started doing orbiting right in front on Aircraft Y's flight path. I attempted radio contact and did not succeed. I attempted contact on guard as well, no success Finally, the VFR aircraft not in communication with ATC called the Departure Controller who gave him a squawk code and affected coordination with the Tower Controller in Charge to let me know who he was and what he was doing. During this time frame, before the Departure Controller could tell me, I had to turn the departing Aircraft Z to stay on runway heading to avoid the VFR. I also issued traffic and had to turn Aircraft Y who eventually reported him in sight and advised me he was a helicopter. The VFR traffic turned out to be Aircraft X who wanted to land at BNA. This VFR aircraft went into an orbiting holding pattern in front of MEDEVAC traffic and right in the departure corridor for BNA. This is legal and EXTREMELY dangerous. We desperately need to fix this airspace! We need a Class Bravo IMMEDIATELY!!

Synopsis

BNA Tower Controller reported they vectored a Medical Flight helicopter and departing air carrier away from an unidentified VFR aircraft orbiting just outside of their Class C airspace.

Time / Day

Date : 202304

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 4

Flight Plan : IFR

Mission : Training

Flight Phase : Climb

Airspace.Class E : ZZZ

Person

Location Of Person.Facility : ZZZ.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8

ASRS Report Number.Accession Number : 1987579

Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Altitude : Undershoot

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Inflight Event / Encounter : CFTT / CFIT

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Air Traffic Control : Issued New Clearance

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Chart Or Publication

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Prior to me taking over the position, the previous controller briefed me that Aircraft X had been issued a departure clearance via the SID to climb to 8000 ft. through clearance

delivery. I assumed the responsibility of the sector and at the clearance void time the Aircraft X flight checked in level at 4000 ft. I responded notifying the Aircraft X that they should be climbing to 8000 ft. considering what I was briefed. The aircraft had yet to be radar identified at this point. Bottom Line. Low altitude alert was not issued. The MEA in that area was 6000 ft. Clearances from the ZZZ airport should be done directly with the controller from the ground considering we have radio coverage all the way to the ground. There is no need for FSS or clearance delivery to be involved with issuing that airport departure clearances. Additionally, the aircraft commander should be aware of the requirements of a departure procedure. If the procedure requires you to climb to a higher altitude than what was ATC cleared (IE the ZZZ departure), then they should question the clearance before departing.

Synopsis

Center Controller reported a helicopter, departing an airport, leveled off at an altitude below their assigned Minimum Enroute Altitude.

Time / Day

Date : 202303

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 25000

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Jet/Long Ranger/206

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Cruise

Route In Use : Direct

Component : 1

Aircraft Component : Gearbox

Aircraft Reference : X

Problem : Malfunctioning

Problem : Improperly Operated

Component : 2

Aircraft Component : Company Operations Manual

Aircraft Reference : X

Problem : Improperly Operated

Component : 3

Aircraft Component : Aircraft Logbook(s)

Aircraft Reference : X

Problem : Improperly Operated

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Rotorcraft
Experience.Flight Crew.Total : 2857
Experience.Flight Crew.Last 90 Days : 48
Experience.Flight Crew.Type : 2576
ASRS Report Number.Accession Number : 1987489
Human Factors : Troubleshooting
Human Factors : Confusion
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

After starting the engine, the rotor rapidly accelerated resulting in a transmission over torque. The over torque was noted at 107%, which per company [operations manual] requires only a logbook notation by the pilot; flight can be continued. However, upon return from the flight, I determined I had misread the torque reading and the actual value was 125.7% torque. As a result of the over torque, the aircraft should have been grounded for maintenance and no flight flown.

Synopsis

Bell 206 pilot reported misreading the transmission over torque indication as 107% when it had actually been 125.7%. This mistake allowed for a flight that should not have occurred due to company maintenance procedures requiring a maintenance inspection after a transmission over torque value that high.

Time / Day

Date : 202303

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 7

Light : Daylight

Ceiling.Single Value : 180

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : F-28 Enstrom Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Climb

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 200

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1987138

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Other / Unknown

Human Factors : Time Pressure
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 50
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Ambiguous

Narrative: 1

I was operating a piston helicopter (solo) from ZZZ1 traveling toward ZZZ2, transitioning through ZZZ Class D airspace. This is a common VFR route that is used by many GA aircraft. The route from ZZZ1 to ZZZ is along [a highway], which is a bridge and causeway, running parallel with ZZZ3 Class B airspace. Before entering ZZZ class D airspace, I contacted ZZZ ATC about my intentions to transition through their airspace on the way toward ZZZ2. I was instructed to fly over the field at or above 1000 ft. At the typical point (toll plaza) I turned toward the Control Tower to fly over the center of the field. As usual, I ask for an altitude check and was told they saw me at 1000 ft. As I approached the airport, the ADS-B was starting to warn of "TRAFFIC 10 O'CLOCK". Just then, ATC sent a radio message "TURN RIGHT, TURN RIGHT", which I did. It was at that point I saw the aircraft at 10:00, approximately 200 ft. away fly past at 50 ft. below in a climb. If my position was one second later we would have intersected. As I was taking in what just happened, the ADS-B began to warn of other traffic, so I resumed my original course toward the tower. It appeared the ATC was very busy. I initially thought of yelling "[what] just happened?" but I just wanted to get clear of the airspace.

Synopsis

Helicopter Pilot reported a NMAC while transitioning through class delta airspace on a local transition route. The congested airspace and ATC workload were sited as contributing factors.