

ASRS Database Report Set

NMAC Incidents

Report Set Description.....A sampling of reports that reference near midair collision events.

Update Number.....18

Date of UpdateMay 7, 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: 2068539 *(1 of 50)*

Synopsis

Experimental aircraft pilot operating in ZMA airspace reported a NMAC with another VFR aircraft that was traveling in the opposite direction at the same altitude. Reporter stated the area has an LOA that allows IFR traffic to fly at odd altitudes while northbound, and to fly at even altitudes while southbound, which may be in conflict with the standard of eastbound headings being flown at odd altitudes and westbound at even altitudes.

ACN: 2063011 *(2 of 50)*

Synopsis

General aviation pilot reported a NMAC in the traffic pattern resulting from failure to follow traffic as instructed by ATC.

ACN: 2063005 *(3 of 50)*

Synopsis

A student pilot reported experiencing several events during a flight training session that they believe were unsatisfactory and unsafe on the part of their flight instructor.

ACN: 2062998 *(4 of 50)*

Synopsis

GA pilot reported while on final approach course to WHP airport, another aircraft crossed the final approach course without communication with ATC resulting in a NMAC.

ACN: 2062889 *(5 of 50)*

Synopsis

Captain reported a near miss with another aircraft while on an initial approach and communicating with ATC. The PF responded to a TCAS RA and maneuvered to avoid the other aircraft, then landed safely.

ACN: 2062521 *(6 of 50)*

Synopsis

A Corporate jet Captain reported a NMAC in D21 airspace with a light aircraft that was not broadcasting transponder information.

ACN: 2062491 *(7 of 50)*

Synopsis

Air Carrier flight crew reported receiving a TCAS RA departing PHX when they passed 400 feet below a light aircraft.

ACN: 2062380 *(8 of 50)*

Synopsis

Flight Instructor and pilot reported a NMAC at a non-towered airport. Both aircraft took evasive action to avoid a collision.

ACN: 2062366 *(9 of 50)*

Synopsis

Flight Instructor and their solo student reported a NMAC occurred when the student turned base leg too early in front of another Flight Instructor's aircraft on short final.

ACN: 2062364 *(10 of 50)*

Synopsis

Pilot reported Tower Controller cleared them to land so they turned base leg. Tower instructed them to climb to avoid another aircraft on short final.

ACN: 2061990 *(11 of 50)*

Synopsis

PA-28 Flight Instructor reported getting close to an IFR aircraft while conducting maneuvers for an engine break-in training flight at night.

ACN: 2061579 *(12 of 50)*

Synopsis

Small aircraft pilot reported another aircraft was approaching from behind and gaining, and resulted in the other aircraft crossing directly above in close proximity.

ACN: 2061512 *(13 of 50)*

Synopsis

Flight Instructor reported a NMAC after a touch and go at a non-towered airport and took evasive action to avoid a collision.

ACN: 2061497 *(14 of 50)*

Synopsis

GA pilot reported a NMAC in the traffic pattern when another aircraft was on downwind at the same time. The other aircraft took evasive action.

ACN: 2061483 *(15 of 50)*

Synopsis

Flight Instructor on training flight with student reported NMAC with another aircraft doing flight training.

ACN: 2061213 *(16 of 50)*

Synopsis

Air carrier Captain reported a NMAC during departure from SFB airport requiring a descent as advised by the RA to avoid a possible collision.

ACN: 2061209 *(17 of 50)*

Synopsis

Air carrier Captain reported a near miss with a helicopter departing a hospital under the approach course. The Captain leveled off to avoid the traffic, performed a go around, then returned to land safely.

ACN: 2060840 *(18 of 50)*

Synopsis

MYF Tower Controller reported low wing single engine aircraft departure deviated into parallel Runway traffic resulted in a NMAC.

ACN: 2060801 *(19 of 50)*

Synopsis

Corporate jet Captain reported a near miss on final approach, then another near miss from another aircraft entering the non-towered AUO airport traffic pattern. The Captain maneuvered from each near miss to avoid a collision.

ACN: 2060533 *(20 of 50)*

Synopsis

GA pilot reported an NMAC with a helicopter during departure from SUS airport requiring evasive action to avoid a possible collision.

ACN: 2060528 *(21 of 50)*

Synopsis

General aviation pilot reported a near miss while under ATC control. The pilot misunderstood ATC instructions to provide separation.

ACN: 2059469 *(22 of 50)*

Synopsis

Pilot of a light aircraft reported an NMAC with a warbird while in cruise flight in ACT airspace.

ACN: 2059449 *(23 of 50)*

Synopsis

Flight Instructor reported a near midair collision with a UAS while they were on final approach. The reporter took evasive action and reported the encounter to ATC.

ACN: 2059396 *(24 of 50)*

Synopsis

Flight Instructor reported a NMAC with another aircraft in the pattern while on initial approach to a non towered airport.

ACN: 2059365 *(25 of 50)*

Synopsis

Corporate turboprop pilot reported a NMAC with a small aircraft while departing FPR airport.

ACN: 2059198 *(26 of 50)*

Synopsis

A fractional jet pilot reported they stopped their climb due to opposite direction traffic which passed 400 feet overhead.

ACN: 2058266 *(27 of 50)*

Synopsis

Police helicopter Captain reported a NMAC event when a medical helicopter on a collision course did not respond to multiple calls to deviate heading. The Police helicopter took evasive action to avoid a collision.

ACN: 2057932 *(28 of 50)*

Synopsis

GA flight instructor with student reported a NMAC in the vicinity of X65 non-towered airport requiring evasive action to avoid a possible collision.

ACN: 2057922 *(29 of 50)*

Synopsis

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

ACN: 2057351 *(30 of 50)*

Synopsis

Corporate jet flight crew reported a NMAC during approach to BUR airport with an aircraft that passed below them by approximately 300 feet. They received a TCAS RA to descend but decided not to follow that instruction and rather disengaged the autopilot and began a climb.

ACN: 2056994 *(31 of 50)*

Synopsis

Helicopter pilot reported a NMAC with a powered parachute enroute to destination.

ACN: 2056985 *(32 of 50)*

Synopsis

General aviation pilot reported a near miss with another aircraft while landing at a non-towered airport. The pilot maneuvered to avoid a collision then returned for landing.

ACN: 2056960 *(33 of 50)*

Synopsis

Corporate jet pilot and helicopter pilot each reported a near miss after takeoff due to a communication error and a course deviation after takeoff. The corporate pilot identified the helicopter and maneuvered to avoid a collision.

ACN: 2056949 *(34 of 50)*

Synopsis

Instructor pilot reported a NMAC at a non-towered airport with a non communicating aircraft.

ACN: 2056778 *(35 of 50)*

Synopsis

Air carrier flight crew reported miss communication referencing visual on traffic confliction resulted in failure to follow RA and NMAC situation.

ACN: 2056776 *(36 of 50)*

Synopsis

Air carrier Captain reported responding to TCAS RA resulted in a NMAC event while at cruise altitude in Cairo (HECC) airspace.

ACN: 2056383 *(37 of 50)*

Synopsis

E545 Captain reported conducting a test flight and receiving a traffic alert and advisory.

ACN: 2056353 *(38 of 50)*

Synopsis

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

ACN: 2056326 *(39 of 50)*

Synopsis

GA pilot reported a NMAC during approach to JZI non-towered airport requiring evasive action to avoid a possible collision.

ACN: 2055879 *(40 of 50)*

Synopsis

Part 107 UAS pilot reported a near midair collision while at cruise on an automated mapping mission with a low flying fixed wing aircraft. The UAS pilot took manual control to avoid the aircraft and safely returned to base.

ACN: 2055532 *(41 of 50)*

Synopsis

Flight Instructor on training flight with student reported a NMAC with another aircraft in the traffic pattern. The pilot of the other aircraft also reported the event.

ACN: 2055073 *(42 of 50)*

Synopsis

Air carrier flight crew reported a near midair collision with a UAS while they were on initial approach. The UAS was reported to ATC and the flight landed without further incident.

ACN: 2055026 *(43 of 50)*

Synopsis

General aviation flight crew reported a near miss with a UAS while at 3,000 feet on an approach to landing. UAS reported to controller upon landing.

ACN: 2054937 *(44 of 50)*

Synopsis

Corporate jet flight crew reported a NMAC with a light aircraft at MDD airport.

ACN: 2054911 *(45 of 50)*

Synopsis

Small transport pilot reported ATC notified the pilot of converging traffic and the pilot saw an airliner. The pilot took evasive action to avoid the conflict, notified ATC, and proceeded on with the flight.

ACN: 2054336 *(46 of 50)*

Synopsis

Flight Instructor with student reported that during initial climb at a non-towered airport, another aircraft appeared behind them initiating a turn in the same direction requiring the Flight Instructor to stop their turn to avoid a collision.

ACN: 2054047 *(47 of 50)*

Synopsis

HA420 flight crew reported performing a go-around due to traffic conflict and upon being in the traffic pattern for another approach, may have violated Class C airspace.

ACN: 2053718 *(48 of 50)*

Synopsis

PA-28 fight Instructor reported a NMAC event during takeoff with a landing aircraft. The landing aircraft executed a go around with "zero offset" which promoted the flight Instructor to call for an early crosswind to provide separation.

ACN: 2014874 *(49 of 50)*

Synopsis

Air carrier Captain reported a near miss with a UAS during final approach.

ACN: 2011304 *(50 of 50)*

Synopsis

Pilot reported traffic in close proximity was turned by Tower resulting in an NMAC and requiring evasive action.

Report Narratives

Time / Day

Date : 202401

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZJX.ARTCC

State Reference : FL

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 8

Ceiling.Single Value : 25000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : F11

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.Airway : T208

Airspace.Class E : F11

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : F11

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Cruise

Airspace.Class E : F11

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 : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Other

Experience.Flight Crew.Total : 4000

Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 310
ASRS Report Number.Accession Number : 2068539
Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 303
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I was enroute southeast bound on T208 VFR, in VMC conditions, not with flight following, at 7,500 ft. Roughly around FORNI intersection located on V3, I was navigating on T208, roughly 3 or 4 miles northwest of MALET intersection, I received an ADS-B In traffic advisory for traffic 12 o' clock, less than 1 NM, same altitude. It is important to note that the traffic was not on my display prior to this alert. I saw the traffic on ADS-B appear on my map as if their ADS-B Out just started to work. Upon receiving this alert, I checked my map to determine the direction of the traffic, and recognized that it was in the opposite direction on the same airway at my exact altitude. I disconnected my autopilot and checked ahead to find the traffic to ensure that I don't take an evasive maneuver into the traffic in case it was slightly off course from where I was. I identified the traffic after a few seconds as Aircraft Y. I estimate that I observed the traffic closing at less than ½ mile at the time I found it. I recall that while it was a good VMC day - the sun was blocked to make the aircraft not very reflective to identify easily. Once I recognized that I was on a direct collision course I made an immediate right bank turn to avoid the traffic. I recall from the point I made the bank to the point it passed me was roughly 3 seconds. I continued to observe the traffic to determine if the pilot of that aircraft also took evasive action. They did not. I do not believe the pilot of that aircraft was paying attention, and is still unaware that anything happened on that flight. After recovering the aircraft and reestablishing a flight path with autopilot engaged, I attempted to contact the aircraft on 121.5 as I had its tail number listed on my ADS-B as Aircraft Y. Attempting to contact twice, they did not respond. I then contacted Daytona Approach on 125.35 who then directed me to Orlando Approach for the location I was in - I do not recall the frequency. Orlando Approach informed me that he was not talking to that aircraft. After the flight, I reviewed the ADS-B data online to estimate how close we actually got, as well as altitudes and ground tracks. I was able to verify we were on the same airway going in opposite directions at the same GPS altitude, and at my estimated point of closest approach, we were 300 to 400 ft. after my evasive maneuver. I firmly believe that we were on a nose-

to-nose collision course. It is my understanding that there is an LOA (Letter of Agreement) for the eastern sector air traffic controllers in Florida that for IFR traffic heading northbound, they fly at odd thousand altitudes and southbound flies even thousand altitudes, which is in contrast to the normal eastern tracks being odd and western tracks being even. This is to avoid all airline traffic and IFR traffic from having to change altitude as they go north along the east coast. Due to this LOA, I wanted to clarify with ATC if there was a written document, NOTAM, or AC of some kind that applies this to VFR traffic as well. The ATC controller informed me that they do the reverse of even and odd thousand altitudes for IFR traffic, and they also do it for VFR flight following traffic. They said that northbound will be odd thousand plus 500 and southbound would be even thousand plus 500. This directly contradicts AIM 3-1-5. The controller further reminded me that VFR traffic can technically fly whatever altitude they want as they are not being controlled. I asked them for a reference specific to this swapping of altitudes, they responded with that it was only in the LOA amongst controlling agencies. I can recognize and understand the IFR altitudes being opposite of what is considered normal because all IFR aircraft are controlled and provided separation. However, I think that this LOA - I could not find the LOA the controller referenced - is a danger to all VFR traffic whether they are on flight following or not. An aircraft on flight following is not required to be given traffic alerts if the controller is saturated and this incident I encountered could have happened whether the oncoming aircraft was on flight following or not, because according to ATC they would have assigned that type of altitude to that aircraft. Some pilots do flight following some days, and other days not. They could one day get an instruction to fly the wrong altitude and be given that LOA information by ATC, and could begin to regularly fly at opposite direction altitude which will increase the chances of a mid-air collision. Ultimately, ATC is utilizing this LOA to reduce the altitude changes that happens at the Florida/Georgia border, which for IFR traffic congestion is sensible, but not for VFR traffic. The amount of risk associated with the LOA applying to their VFR flight following traffic is too high as opposed to them assigning a new altitude for those few VFR flights that cross the border as they continue northeast bound or southeast bound. If one thing could come out of this report to make me feel safe flying cross-country along the east coast, flight following or not, is to get rid of ATC's VFR cruise altitude LOA. The risk associated with wrong altitude flying is too high, and these altitudes take place in some of the busiest airspace in the world with all the airline traffic, VFR personal traffic, as well as training flights at flight schools who are being instructed the proper altitudes but then are given opposite altitudes from ATC. The only reason that this mid-air did not happen is because I heard an alert, saw the traffic, and evaded.

Synopsis

Experimental aircraft pilot operating in ZMA airspace reported a NMAC with another VFR aircraft that was traveling in the opposite direction at the same altitude. Reporter stated the area has an LOA that allows IFR traffic to fly at odd altitudes while northbound, and to fly at even altitudes while southbound, which may be in conflict with the standard of eastbound headings being flown at odd altitudes and westbound at even altitudes.

Time / Day

Date : 202312
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Weather Elements / Visibility.Other
Work Environment Factor : Glare
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : SR20
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : None
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Flight Phase : Final Approach
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 700
Experience.Flight Crew.Last 90 Days : 3
Experience.Flight Crew.Type : 60
ASRS Report Number.Accession Number : 2063011
Human Factors : Communication Breakdown
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
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

The tower was very busy and was using the south frequency to work both runways. I was doing touch and go's and was on a left downwind for Runway XXL. The tower called, "Cirrus, follow Cessna ahead and to the right number 3 Runway XX left cleared touch and go." I did not hear the full transmission so requested, 'Say again please.' The tower responded, 'Cirrus follow Cessna ahead in the base turn Runway XX cleared touch and go number 3.' I responded, "XXL touch and go number 3." I did not call traffic in sight. I was reducing power, lower the flaps and looking for the traffic that had been called out in their base turn when I saw the Cessna to the right, slightly in front of me and crossing right to the left and several hundred feet below me. This was almost immediately after I had read back the instructions. They were on their base leg. There was no time to maneuver to cross behind them. I extended my downwind leg in order to put some distance between us before I turned my base leg. I believe conflict was caused by the combination of my missing most of the tower's first call while I was on the left downwind and then when the tower repeated the call, the ability to widen my downwind from the airport to allow me to fall in behind the Cessna was lost as we were too close. I did not have the traffic in sight until it was crossing below me from right to left.

Synopsis

General aviation pilot reported a NMAC in the traffic pattern resulting from failure to follow traffic as instructed by ATC.

Time / Day

Date : 202312
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 2200

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
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 : Cruise
Route In Use : None
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Training
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 270
Experience.Flight Crew.Last 90 Days : 28
Experience.Flight Crew.Type : 270
ASRS Report Number.Accession Number : 2063005
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness

Human Factors : Other / Unknown
Human Factors : Physiological - Other
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 300
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I am reporting on my experience with instructor A. We took off out of ZZZ and the incident happened somewhere between XA: 15 and XA: 30. We left out the airspace and we made our way towards a visual waypoint where there are fields nearby so that we could do eights on pylons. When we were nearing the area, instructor A took controls of the aircraft and told me that he was going to set up for the first maneuver and then he would pass the controls to me after he finished that maneuver so that I could attempt the maneuver. When he began setting up for the maneuver, I noticed that there was a plane that was uncomfortably close to us that was also doing ground reference maneuvers, and I told instructor A. that the proximity made me feel uncomfortable. He made a call out on the radio (I believe was the practice area frequency we were on) to let the other aircraft know what we were doing and we did not receive any call back. I told him that the lack of communication from the other aircraft made me feel unsafe and his response was to ridicule me and tell me that pilots need to learn how to be in dangerous and risky situations and that he was going to stay in the area on principle so that I could learn to sit in feeling scared. I continued to advocate for my position and said that because I was feeling unsafe that should be reason enough to leave the area and he laughed at me and ridiculed me further. He said it wasn't my choice and he wasn't moving. It was then that the other aircraft turned towards us and passed over us about 300 feet above per the MFD (Multi-function Flight Display). They were so close that I prepared for a collision. The other aircraft called us and said that they just saw us and that they had the area because they were on a check ride and they needed us to vacate. Instructor A. responded and said that we would leave. He then flew off in a straight line towards another visual waypoint and ridiculed me the entire time. I told him that it was a pilot's job to avoid dangerous situations, and he told me that I needed to get used to being in dangerous situations and I needed to take more risks, and that was his way of teaching me a valuable lesson. I felt incredibly scared and unsafe with him next to me. He still had the controls at this point and I told him that I wanted to go home and I flew as home and landed at ZZZ. When we were on the ground, He brought me into a room and shut the door and told me not to tell anybody what was going on because he wanted to keep it between us. He then entered into a 45 minute argument with me where he claimed that because he was the instructor and I was the student, he got to decide all situations that we were in and I did not have a say. He said it didn't matter if I thought that we were in a dangerous situation or not because he was using it to teach me a lesson. He said if he's in control of the aircraft, It

doesn't matter to him if I feel scared or unsafe. I told him that pilots, regardless of being student and instructor, are partners when it comes to each others safety. I told him that my only goals for this conversation were to teach him how to communicate with me and respect my position in terms of my safety minimums and respect my ability to decide what situations I'm put in for my own safety. He refused. I also stated that I knew if any third party knew what happened, it would be so clear that I was right and his behavior was unsafe. I then told him that what we experienced was technically considered a near miss collision per the FAA, and he told me to be careful who I say that to and then immediately changed his story and tried to say that we were never in any danger and none of that ever happened the way I remember and that we were safe the entire time. I stood my ground and said that I knew that it happened.

Synopsis

A student pilot reported experiencing several events during a flight training session that they believe were unsatisfactory and unsafe on the part of their flight instructor.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : WHP.Airport

State Reference : CA

Relative Position.Angle.Radial : 306

Relative Position.Distance.Nautical Miles : 4

Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : WHP

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 : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class D : WHP.TOWER

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : WHP

Aircraft Operator : Personal

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

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Airspace.Class D : WHP.TOWER

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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 5000

Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 350
ASRS Report Number.Accession Number : 2062998
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
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
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

Aircraft X on long stabilized straight in to WHP, cleared #3 to land. Aircraft Y (with no IFF or ADSB) took off from ZZZ and called WHP Tower when just west of approach corridor (the call was "at I5 - I405 intersection." Aircraft Y proceeded across approach corridor to east, passing just below the Aircraft X approximately 20 seconds after his initial call to tower. Aircraft Y took evasive action (dive), Cessna saw Aircraft Y in maneuver and did not need to take evasive action. Factors: 1. Non electric aircraft flying with no transponder or ADS-B in high traffic area (Class D airspace underneath Class C). 2. Late handoff from ZZZ Tower to Whiteman Tower. 3. Aircraft proceeded across approach path to WHP inside Class D airspace at approach altitude prior to establishing contact with Tower Controller.

Synopsis

GA pilot reported while on final approach course to WHP airport, another aircraft crossed the final approach course without communication with ATC resulting in a NMAC.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PDK.Airport

State Reference : GA

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : ATL

Make Model Name : Small Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Flight Phase : Initial Approach

Route In Use : Visual Approach

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : ATL

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

ASRS Report Number.Accession Number : 2062889

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Altitude : Excursion From Assigned Altitude

Detector.Automation : Aircraft TA

Detector.Automation : Aircraft RA

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Human Factors

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

Narrative: 1

Inbound 3000 ft. 10 nm ESE of PDK Atlanta approach asked if we had the field insight which we did. Cleared for the visual 3R Switch to Tower...seeing a target on TCAS 4 nm ahead constant bearing decreasing range indicating -300 feet, I asked if approach was talking to them. ATC stated negative do you want to stay with me? I stated we will maintain 3000 and stay with ATC until we passed over traffic, since we were being sequenced into PDK with multiple targets all around. At 5.4 nm from PDK just about to cross over traffic, the light civil must have noticed us on his gadget, maybe, maybe not, but as if Murphy was his copilot he initiated a climb towards us. PF took evasive action with TARA alert and climbed. TCAS altitude indicated -100 as at closest point of traffic below us. When clear of conflict we notified ATC we responded to RA and are clear, switching to tower and descending for visual. Landed uneventful. Suggestions: Although legal to pass outside of very congested airport without comms with ATC because "Below the Bravo", not a good idea when the airport you are passing by lands jets.

Synopsis

Captain reported a near miss with another aircraft while on an initial approach and communicating with ATC. The PF responded to a TCAS RA and maneuvered to avoid the other aircraft, then landed safely.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : D21.TRACON

State Reference : MI

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : D21

Aircraft Operator : Fractional

Make Model Name : Small Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Flight Phase : Descent

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : D21

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

Crew Size.Number Of Crew : 1

Flight Plan : None

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2062521

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC

Detector.Automation : Aircraft TA

Detector.Person : Flight Crew

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

During descent we received a traffic alert with no altitude on target. We visually acquired target as a single piston engine airplane. We passed approximately 300 feet below and slightly laterally to the target. We did not receive a RA. We queried ATC about the traffic. ATC replied that they were not in contact with the aircraft yet, and did not know their altitude. The traffic, Aircraft Y, proceeded to check in with ATC. The Aircraft Y pilot and ATC then had a conversation about the status of Aircraft Y's mode C transponder.

Synopsis

A Corporate jet Captain reported a NMAC in D21 airspace with a light aircraft that was not broadcasting transponder information.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PHX.Airport

State Reference : AZ

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : P50

Aircraft Operator : Air Carrier

Make Model Name : Medium Large Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class B : PHX

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : P50

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class B : PHX

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 172.12

Experience.Flight Crew.Type : 2038.95

ASRS Report Number.Accession Number : 2062491

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

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 : 180.97
Experience.Flight Crew.Type : 1103.10
ASRS Report Number.Accession Number : 2062755

Events

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

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

On climbout from PHX on the ZEPER 2 SID, we were directed by Phoenix Departure to climb and maintain 9,000 ft. A couple minutes after reaching this altitude, Departure called traffic at our 12 o'clock, 5 NM, and 500 ft. above. At approximately 1.5 NM from the traffic, I observed a small airplane 500 ft. above us, heading the same direction (northwest) and called "Visual" to the PF (Pilot Flying). At that point, our aircraft displayed a Traffic Advisory (TA) on the PFD (Primary Flight Display) with an audible "Traffic" call. Shortly thereafter, a Resolution Advisory (RA) was displayed along with "do not climb" symbology, which I brought to the PF's attention. He maintained current altitude and we quickly overtook the light airplane overhead. Shortly after passing by, I notified Phoenix Departure we received a TCAS RA and did not have to execute any evasive maneuvers. From this point forward, our flight proceeded normally, without incident, and we debriefed the event once established at cruise altitude.

Narrative: 2

We were level at 9,000 feet on the ZEPER2 departure from PHX. ATC reported traffic ahead at 9500 feet same direction directly above us. We reported traffic in sight. On our altitude display the traffic was showing 400 feet above us. As we passed under the traffic we got a TCAS RA monitor vertical speed. We complied with the RA and notified ATC.

Synopsis

Air Carrier flight crew reported receiving a TCAS RA departing PHX when they passed 400 feet below a light aircraft.

Time / Day

Date : 202312
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Make Model Name : Cessna 150
Crew Size.Number Of Crew : 1
Mission : Training
Flight Phase : Final Approach
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Flight Phase : Final Approach
Airspace.Class G : ZZZ

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1540
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2062380
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Trainee
Qualification.Flight Crew : Private
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 540
Experience.Flight Crew.Last 90 Days : 5
Experience.Flight Crew.Type : 350
ASRS Report Number.Accession Number : 2062671
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 : 250
Miss Distance.Vertical : 20
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On Day 0 I was conducting a flight review with a pilot and owner of the Cessna 150. We were conducting multiple landings and takeoffs of different types. On the landing prior to the near miss we had done a landing to a full stop and then we taxied back to Runway XX threshold. During the taxi a Cessna 172 landed and appeared to takeoff (touch and go) since we never saw the plane again. Once we got to the hold short line for Runway XX we announced on radio that we were taking off and staying in the pattern. Reports were made by us (meaning Pilot Flying, since I did not have a push to talk). When on downwind, I mentioned to the Pilot Flying that we have not heard that other plane on the radio and thought that they must have left the area. I told Pilot Flying to conduct a short field landing on this approach. During the turn from base to final, the Pilot Flying announced on the radio "turning final for XX". A second or two later a voice came over the radio saying "look below you". When I heard this I looked down from the right side window, puzzled by who was talking on the radio. The Pilot Flying then told me he could see a plane low but on his side. The Cessna came into my view at that time since we were in a descent. I grabbed the yoke and turned the plane to the right and told Pilot Flying to continue away from the Cessna. The Cessna 172 then did a go around and turned away to the left, and pilot on radio said he was leaving the area and that he wanted our tail number (note that the voice of the pilot of the Cessna 172 was the same voice that said "look below you". His radio transmission was clear and readable. We circled around and landed without any further incident with the Cessna 172. After putting the plane in the hangar we went the pilot lounge at the airport and came in contact with the Airport Manager, who has a radio on that is tuned to the local airport CTAF frequency. I asked him if he had heard us on the radio, he said yes. I asked if had heard the other aircraft on the radio he said no. I can't

speak to what the pilot (Cessna 172) was doing on final or where he had come from, since no radio transmissions were heard by me or the Pilot Flying. I do know that this airport is frequented by student pilots/instructors for traffic pattern work.

Narrative: 2

On Day 0, my instructor and I were conducting my BFR (Biennial Flight Review) in my Cessna 150. We were performing practice exercises, which included some takeoffs and landings on Runway XX at ZZZ. On a previous landing prior to the near miss, we completed a full stop landing and then taxied back to Runway XX. During taxi, a Cessna 172 landed and then did a takeoff. After its takeoff we did not know the whereabouts of the Cessna 172. When we got to the hold short line of Runway XX, I announced a takeoff and reported remaining in the pattern. Announcements were made at crosswind and the downwind segments. During the downwind segment, my instructor mentioned and concluded that the Cessna 172 had most likely left the area. There were no other incoming aircraft announcements or any other aircraft in sight. It was then decided, it would be safe to complete a short field landing on Runway XX. I then announced and turned the base leg, and afterwards, announced the turn to final for Runway XX. A couple of seconds later, a voice came over the radio saying, "Look below you". When we heard this, my instructor and I immediately looked down not knowing where this radio transmission came from. I spotted a Cessna 172 below us and off to my left. We immediately turned to the right, away from the Cessna 172. The Cessna 172 never landed, but executed a climbing left turn. We then heard another announcement regarding the intention to depart the area. Note that the departure announcement voice was the same voice that announced, "Look below you". These transmissions were clear and readable. We circled back and landed on XX without any further incident with the Cessna 172. We never saw the Cessna 172 again. After returning my plane to the hanger at ZZZ, we went to the pilots' lounge where we came in contact with the airport's FBO assistant. The FBO assistant has a radio tuned to the local CTAF frequency. There was also another gentleman present. We asked them if they had heard our radio announcements. They both replied, "Yes". We asked if they heard other aircraft announcing intentions to land at that time. They both replied, "No". We were unable to determine the origin or the flight path of the Cessna 172, which we spotted on final, or where it had come from. It may or may not have been the same Cessna 172 that we saw taking off earlier. It is possible that it was a different Cessna 172 not making radio announcements, for whatever reason, with the intention to land at ZZZ. There is a GPS approach on [Runway] XX at ZZZ. It is possible that it was an aircraft on a practice approach failing to make position announcements. This could easily explain the flight path of the Cessna 172, and the reason it was below us and to the left.

Synopsis

Flight Instructor and pilot reported a NMAC at a non-towered airport. Both aircraft took evasive action to avoid a collision.

Time / Day

Date : 202312
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Relative Position.Angle.Radial : 170
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 4800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 15000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Light Sport Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Initial Approach
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Cessna 150
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Person : 1

Location Of Person : Hangar / Base
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1050
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 2062366

Person : 2

Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 78
Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 61
ASRS Report Number.Accession Number : 2062684
Human Factors : Workload
Human Factors : Training / Qualification
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Confusion
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 3

Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 11000
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 2061556
Human Factors : Confusion

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 650
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I am a CFI out of ZZZ airport. I had a student pilot flying solo operating under part 61 reported to me that he had a NMAC. He told me the Tower advised him to call and they did file a report. He explained to me that he was on a right downwind leg for Runway XX and the Tower told him "Aircraft X you are following Cessna traffic ahead report them in sight" he then reported the traffic in sight on short final. The tower told him "Aircraft X follow the Cessna traffic on final, clear to land Runway XX" he then read back the clearance and as he felt appropriate made a turn to base leg. At some point on base leg the ATC controller called out "Aircraft X traffic alert less than one mile." he report the traffic on final in sight and told me he slightly descended and continued straight ahead on base and eventually made a left turn away from the airport. The other aircraft involved report they have avoided the traffic and would like to continue straight in for Runway XX. At this point ATC gave him a phone number for the Tower to copy which he wrote down. He then requested a full stop landing and called the Tower after which they told him they will need to file a report for Possible Pilot Deviation. When the tower told him to follow traffic on final and report them in sight, he saw a Cessna on short final but what he didn't realize at the time the tower told him "Aircraft X follow Cessna traffic on a 3 mile final and to report them in sight" he overlooked the 3 mile final call and mistook the traffic on short final for being the correct traffic to follow. He then turned base which resulted in him cutting off the 3 mile final traffic which he was supposed to follow resulting in a possible NMAC.

Narrative: 2

Paperwork is being filed on this event. This report is being written in the interest of transparency and taking full ownership of my error. This was a student solo training flight with the objective to practice short field landings by doing touch and goes in the pattern. On my first pattern (downwind for [Runway] XX) I was told to extend my downwind for traffic on final. I spotted traffic landing on [Runway] XX and told the controller that I had "traffic in sight". He cleared me for touch and go on [Runway] XX following the traffic. My error was identifying the wrong traffic. I turned onto base, cutting in front of the traffic that I should have been following. Upon completing my base turn I spotted the traffic in the distance and continued on a perpendicular course to that of the approaching aircraft. At that moment the controller alerted us and evasive action was taken. I was given a number to call for a possible pilot deviation. I discontinued the flight, landed, and called the tower immediately after engine shutdown. Upon hearing the audio replay, it was egregiously evident that this mishap was completely my fault. On downwind the controller stated that the traffic was on a 3 mile final. Clearly not the landing traffic that I reported as "in sight". One contributing factor was that I had gotten distracted by a higher than normal voltage reading when the call was made - pilot fixation. I also realize that my communication in the pattern had become too routine and automatic. I have grounded myself from solo flight until I receive additional training on traffic pattern awareness, ATC communications and avoiding distractions. I am fully aware of the gravity of my mistake and will never make it again.

Narrative: 3

As PIC and CFII of Aircraft Y C150 right seat, flight was training for first time student pilot. Normal 1.5 training sortie until recovery to ZZZ. On straight in to Runway XX, with clearance to land, tower instructed Aircraft X on left downwind to Runway XX to "extend

downwind and follow the Cessna on 3 mile final". Aircraft X acknowledged and called "traffic in sight". As PIC, I checked iPad ADSB and identified Aircraft X on the XX left downwind, but was unable to visually acquire Aircraft X due to sunset obscuration to the west. The student pilot (left seat) was flying the visual approach with my instruction. Continuing the visual approach, we were alerted by tower of a traffic alert, less than a mile, 4900 feet. As CFII, I "took the aircraft" and visually acquired Aircraft X at our right one o'clock, estimated 200 feet below and 500 feet horizontal distance. I maneuvered the aircraft above and behind Aircraft X as the aircraft crossed below and left slightly in front of our aircraft. I acquired Runway XX, and requested re-clearance to land, which was granted. Landing was uneventful.

Synopsis

Flight Instructor and their solo student reported a NMAC occurred when the student turned base leg too early in front of another Flight Instructor's aircraft on short final.

Time / Day

Date : 202312
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : SAC.Tower
State Reference : CA
Relative Position.Angle.Radial : 200
Relative Position.Distance.Nautical Miles : 5
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 50
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.Tower : SAC
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Initial Approach
Airspace.Class D : SAC

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : SAC
Make Model Name : Small Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 2
Flight Phase : Final Approach
Airspace.Class D : SAC

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 : Private
Qualification.Flight Crew : Instrument
Experience.Air Traffic Control.Military : 0
Experience.Flight Crew.Total : 2200
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 1000

ASRS Report Number.Accession Number : 2062364

Human Factors : Communication Breakdown

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

Detector.Person : Air Traffic Control

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 500

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Took Evasive Action

Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

Tower said report left downwind for Runway 20. At downwind position, Tower says extend downwind, Tower will call my base. After an approximately two miles past the airport as noted on the GPS Tower said number two following an aircraft, cleared to land. I turned base and started looking for the aircraft. At no time did tower ask me to verify the aircraft in sight. After a few seconds, tower instructed me immediate climb to 1500 feet to avoid the aircraft.

Synopsis

Pilot reported Tower Controller cleared them to land so they turned base leg. Tower instructed them to climb to avoid another aircraft on short final.

Time / Day

Date : 202312

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

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

Flight Plan : VFR

Mission : Test Flight / Demonstration

Flight Phase : Cruise

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Flight Phase : Climb

Airspace.Class E : ZZZ

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 : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 810

Experience.Flight Crew.Last 90 Days : 158

Experience.Flight Crew.Type : 660

ASRS Report Number.Accession Number : 2061990
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
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 : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

The flight being conducted on this night was an engine break-in training flight. These flights require us to remain below a density altitude of 5000 ft. and keep the aircraft power setting high in order to properly seal engine components. Due to the criteria, we do not always request flight following to provide support as we cannot always comply with the assigned altitudes changes. This night we were navigating from ZZZ2 to the ZZZ3 area in VFR conditions. It was night time just north and over populated areas. There were ground lights, lighted mountains, and lights from aircraft, but otherwise no potential visibility restrictions/conflicts due to weather. We navigated north of ZZZ4, to ZZZ5, north of ZZZ6, over the top ZZZ, and south of ZZZ1. The flight did continue eastbound just short of ZZZ3 with a westbound course reversal. However, the event occurred near the ZZZ / ZZZ1 airports during the initial passing. To have best situational awareness, we monitored each airport Tower or CTAF frequency prior to and passing the field. We were heading eastbound near ZZZ and saw two landing lights from aircraft maybe 5 - 10 miles in front of us, near the ZZZ1 Airport. I believe one was transmitting on the ADS-B and one was not, but to be cautious, we had repositioned our aircraft to pass in between the two lights. This altered our intended course north of ZZZ to be overflying midfield. When the traffic in front of us had been noted, we had swapped to monitor ZZZ UNICOM in an attempt to listen for them and their intentions. After a minute or so of discussing the potential aircraft in front of us, the copilot in the right seat started pitching down into a descent. He noted that traffic was passing directly above us and I could only see them if I sat all the way forward in my seat looking directly up. The aircraft was not on radar and the traffic avoidance system onboard our aircraft never chimed to indicate a close target. The system typically reaches a few miles out, indicates a clock position, and includes if the traffic is high or low. The aircraft that passed over the top appeared to be on a north-northeast heading and seemed to pass from behind, with an altitude 100 to 200 ft. above us. We were following the easterly cruising altitude of 3,500 ft. at the time with small fluctuations for mild chop, descending down between 3,400 ft. to 3,350 ft. once the right seat pilot spotted the traffic above. The copilot looked into the flight after, noting it was an instrument departure out of ZZZ. I do not recall the tail number of the aircraft. It is unknown if they were already in communication with ZZZ Departure or if they had only

received a clearance void time, departed, and were waiting to establish contact. With this information I believe the aircraft was slightly behind us and ultimately ascended above our altitude to execute the departure procedure. I am unsure if they had ADS-B In, but the transponder was on for the entirety of our flight.

Synopsis

PA-28 Flight Instructor reported getting close to an IFR aircraft while conducting maneuvers for an engine break-in training flight at night.

Time / Day

Date : 202312

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : CPT.Airport

State Reference : TX

Altitude.MSL.Single Value : 1850

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CPT

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 : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : CPT

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

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 400

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 2061579

Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft Other Automation
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

My aircraft maneuvered to approach CPT from 3 miles to the east at traffic pattern altitude for a direct midfield downwind entry into the traffic pattern. Observed on ADS-B another aircraft approaching us from behind, east, at approximately +700 ft. The aircraft reported on CTAF that he had us in sight and was going to conduct the same pattern entry behind my aircraft. Observed on ADS-B that he was rapidly gaining on me and advised him that I would abort my entry into the pattern and let him pass while simultaneously attempting to accelerate. Continued to observe the other aircraft get closer to my aircraft until I observed his ADS-B track begin to cross directly above mine at +200 ft. I rapidly descended approximately 200 ft. and maneuvered left to clear my tail and observed his aircraft at approximately our last position and possibly slightly higher and to the right. Maneuvered back into the downwind and landed.

Synopsis

Small aircraft pilot reported another aircraft was approaching from behind and gaining, and resulted in the other aircraft crossing directly above in close proximity.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 700

Environment

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Light Sport Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Initial Climb

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Initial Climb

Airspace.Class E : 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 : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 370.8

Experience.Flight Crew.Last 90 Days : 65.8

Experience.Flight Crew.Type : 92.2

ASRS Report Number.Accession Number : 2061512

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
Detector.Automation : Aircraft TA
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 : Human Factors
Primary Problem : Human Factors

Narrative: 1

Practicing landings with a student pilot. Upon turning final, I noticed Aircraft Y turned in final very close behind us. We performed our touch and go, and Aircraft Y closed the gap and also performed a touch and go just after we left the runway. As we climbed out, I noticed they had accelerated, and were now on top of our location, and our Garmin avionics annunciated a traffic alert, at our altitude. I immediately pulled engine power and put our aircraft in a descending attitude to evade a potential mid air collision. We were ~700 ft. AGL. The pilot of Aircraft Y had not given himself adequate spacing before turning final, and did no actions to remedy his poor spacing. This was a very near miss, and we had limited options to evade given our low altitude and limited performance capability as a light sport aircraft.

Synopsis

Flight Instructor reported a NMAC after a touch and go at a non-towered airport and took evasive action to avoid a collision.

Time / Day

Date : 202312

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 0
Altitude.MSL.Single Value : 3900

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Bonanza 33
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Initial Climb
Route In Use.Other
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Albatros (L39)
Crew Size.Number Of Crew : 1
Flight Phase : Initial Climb
Airspace.Class D : ZZZ

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 : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 530
Experience.Flight Crew.Last 90 Days : 39
Experience.Flight Crew.Type : 210
ASRS Report Number.Accession Number : 2061497
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
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

We were cleared for takeoff on Runway 6 and instructed to make a right downwind departure for VFR flight to the west. An L-39 using a callsign was on an approximately 5 mile final. Additional traffic was a flight of 2 led by an Extra that was having a back and forth with ATC from the time we checked in on Tower frequency. We departed and turned to the right downwind. ATC was still trying to vector the Extra and the L-39 asked tower to change to a low approach. We watched the L-39 do a low approach but did not hear Towers instructions for them on the go. After ~30 seconds we got an auditory Traffic advisory from ADS-B showing 100 ft. low and directly behind us. Looking back I saw nothing. The traffic advisory then showed coaltitude and on top of us, so I looked again and saw the L-39 passing on the left co-altitude at approximately 100 ft away (as ID'd by approximate military formation sight references). They seemed to notice us approximately line abreast as evidenced by a wing rock and taking spacing. They then climbed and once no factor crossed our flight path to continue on their direction. Tower was still involved in trying to direct the Extra flight at the time and eventually gave them a number. As further evidence of Tower's task saturation due to the Extra flight, we were never given a frequency handoff. We continued on with an otherwise uneventful flight. On the ground, I called the Tower to ask what had happened and they said the Extra flight was the issue they were working and none of us had done anything wrong, I am however still confused on how both we and the L-39 both ended up on the same downwind.

Synopsis

GA pilot reported a NMAC in the traffic pattern when another aircraft was on downwind at the same time. The other aircraft took evasive action.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Cruise

Route In Use : None

Aircraft : 2

Reference : Y

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 : Cruise

Route In Use : None

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 365

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 50

ASRS Report Number.Accession Number : 2061483

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
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

Was practicing Steep turns with PPL (Private Pilot License) student flying north towards ZZZ when we got a ForeFlight warning that an aircraft was near us, after checking our ADS-B in we immediately turned right to create more separation from the other aircraft. After ensuring we had enough space, I contacted them over the radio where they let us know there were practicing holds at 5000 and they had us in sight. We continued flying north, and eventually they turned to the south again. I will pay better attention to my surrounding area as well as use the ADS-B feature in the future to avoid said scenario again.

Synopsis

Flight Instructor on training flight with student reported NMAC with another aircraft doing flight training.

Time / Day

Date : 202312

Place

Locale Reference.Airport : SFB.Airport

State Reference : FL

Altitude.MSL.Single Value : 14000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : F11

Aircraft Operator : Air Carrier

Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Climb

Airspace.Class E : F11

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : F11

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class E : F11

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

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 : 2061213

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC

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

Detector.Automation : Aircraft RA

When Detected : In-flight

Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

We were climbing out of Sanford my guess between GUANO and BKENI. Frequency XXX.X. At around 14,000 ATC notified us of an aircraft doing air work at 15,500. Around 15,300 we received an RA to descend. I did the memory items and descended us and then we got clear of conflict shortly after. On our Navigation Display, we looked to have been within 5 miles and within 200-300 ft. of the aircraft. We let the controller know and continued back to our climb. Per our guidelines and from what we saw, it might qualify for an NMAC. I could have tried to ask ATC for a vector to the right. I believe the lack of communication between the air work airplane and ATC caused it. I could have tried to shallow out the descent or climbed faster.

Synopsis

Air carrier Captain reported a NMAC during departure from SFB airport requiring a descent as advised by the RA to avoid a possible collision.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SHV.Airport

State Reference : LA

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

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 : Initial Approach

Airspace.Class C : SHV

Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Mission : Ambulance

Flight Phase : Takeoff / Launch

Airspace.Class C : SHV

Person

Location Of Person.Aircraft : X

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Type : 1230

ASRS Report Number.Accession Number : 2061209

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Anomaly.Inflight Event / Encounter : Unstabilized Approach

Detector.Automation : Aircraft RA

Detector.Person : Flight Crew

When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Going ZZZ to SHV we were doing the RNAV 24 and got an RA at 1300 feet for a aircraft taking off from one of the hospitals just under the approach course. Helicopter came within 400 feet of our aircraft and RA was received stating "level off". First Officer (FO) was Pilot Flying (PF) and disconnected auto pilot immediately and leveled off to clear the conflict. We then executed a go-around because the approach was no longer stable and we were too high. We came back around and landed with no issue. Cause: ATC. Other pilot lack of situational awareness.

Synopsis

Air carrier Captain reported a near miss with a helicopter departing a hospital under the approach course. The Captain leveled off to avoid the traffic, performed a go around, then returned to land safely.

Time / Day

Date : 202312
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : MYF.Airport
State Reference : CA
Altitude.MSL.Single Value : 400

Aircraft : 1

Reference : X
ATC / Advisory.Tower : MYF
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
Flight Phase : Initial Climb
Route In Use : None
Airspace.Class D : MYF

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : MYF
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
Flight Phase : Initial Climb
Route In Use : None
Airspace.Class D : MYF

Person

Location Of Person.Facility : MYF.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 2060840
Human Factors : Other / Unknown
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Ground Equipment Issue
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight

Result.Flight Crew : Returned To Clearance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Aircraft X departed Runway 28R for a right down departure. The aircraft drifted to the south into the departure path of Runway 28 left, which had Aircraft Y departing. Aircraft X was reported to be right on top of the Aircraft Y by 100ft, radar display replay confirms altitudes. Aircraft Y reported it to Local Control 1, which told Local Control 2; at this point Aircraft X was in the crosswind turn away from Aircraft Y. Even when told about the situation I could not see both aircraft due to the Window Shades blocking my view, they were pulled half way down. When the shades are like this we can't see the top half clearly, but others like it, because it blocks the sun. I personally cannot stand the way we do our shades, but I'm in the minority and the majority rule. I was also busy looking at the arrivals during the event to ensure separation between arrivals. With the amount of volume that we have, I recommend implementing a local assist position to help get more eyes out the window to prevent these types of situations. Our local assist position has been waiting for approval for years.

Synopsis

MYF Tower Controller reported low wing single engine aircraft departure deviated into parallel Runway traffic resulted in a NMAC.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : AUO.Airport

State Reference : AL

Relative Position.Angle.Radial : 180

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AUO

Aircraft Operator : Corporate

Make Model Name : Small Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : AUO

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : AUO

Aircraft Operator : FBO

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 : Initial Approach

Airspace.Class E : AUO

Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : AUO

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate
Function.Flight Crew : Captain
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 6000
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 900
ASRS Report Number.Accession Number : 2060801
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 400
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

It is very commonplace at the AUO airport to have to sequence visually into an active pattern with 5+ training aircraft utilizing exactly the same runway. As a corporate operator we try to do all in our power to follow right of way rules and common courtesy in a pattern. Aircraft Y turning base in front of us, but we had to execute a go around due to them landing long as well as holding short of the intersecting runway. On our go-around, we then had to take evasive action for Aircraft Z on 45 as we were making our crosswind turn. As we continued on downwind I personally watched as another aircraft turned base effectively on top of another aircraft on final. The only analogy that comes to mind in this airspace is RODEO. There was also a King air in pattern on a extended final, but I had no time to catch his tail number as I had to concentrate on flying as slow as safely possible and sequence myself in this chaotic pattern. I am adamant that this airspace is in desperate need of a tower. Someone will die here if it is delayed much longer. Training ops are increasing this year, and GA as a whole is growing. There is a very real saturation point that this airspace is reaching. I strongly feel that it is not a matter of if, but when an accident will happen. As obvious solution to the obviously dangerous density is a control tower. Students and young instructors are being saturated with very real ATC duties in an uncontrolled environment that are beyond the scope of a normal uncontrolled field, much

less a raining environment. compounded are the operations of standard GA and corporate aircraft. A secondary solution is to divide the pattern ops to IFR approaches local, and traffic pattern to ALX and CSG. If they continue to over-saturated pattern (likely due to cost savings in dispatch time) I am certain an event will happen.

Synopsis

Corporate jet Captain reported a near miss on final approach, then another near miss from another aircraft entering the non-towered AUO airport traffic pattern. The Captain maneuvered from each near miss to avoid a collision.

Time / Day

Date : 202312
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SUS.Airport
State Reference : MO
Relative Position.Angle.Radial : 260
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 700

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
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
Flight Plan : VFR
Mission : Personal
Flight Phase : Takeoff / Launch
Route In Use : None
Airspace.Class D : SUS

Aircraft : 2

Reference : Y
Make Model Name : Helicopter
Flight Phase : Initial Climb
Airspace.Class D : SUS

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 : Private
Experience.Flight Crew.Total : 305
Experience.Flight Crew.Last 90 Days : 5
Experience.Flight Crew.Type : 275
ASRS Report Number.Accession Number : 2060533
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
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 was cleared for takeoff, runway heading, and as I reached near the end of the runway a helicopter appeared from below at my 2 o'clock, and was climbing in my direction. I evaded encroachment by putting the nose down and continuing below as they climbed. I can't honestly state the distance, as it was a quick situation. However, I believe it was well within 500 feet. As I regained climbing I checked to see that I was on runway heading, and I was. I hadn't veered to the north and caused the hazard. After continuing climbing I continued the flight without issue or concern.

Synopsis

GA pilot reported an NMAC with a helicopter during departure from SUS airport requiring evasive action to avoid a possible collision.

Time / Day

Date : 202312

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : VNY.Tower

State Reference : CA

Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : VNY

Aircraft Operator : Personal

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 : None

Mission : Personal

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class C : VNY

Aircraft : 2

Reference : Y

Make Model Name : Commercial Fixed Wing

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 : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 12000

Experience.Flight Crew.Last 90 Days : 125

Experience.Flight Crew.Type : 150

ASRS Report Number.Accession Number : 2060528

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Air Traffic Control
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

I was on a visual to VNY handed off by Burbank tower to Van Nuys Tower. VNY advised me to enter the left downwind for [Runway] 16L on a 45. I was headed exactly as asked when the tower then told me to turn north to go up the 405 [freeway], "if possible". I was already headed to do exactly that, and not sure why he gave that further instruction. It was confusing, and made me think I was already passing the 405. I started to turn to what look like the 405 a large thorough fair. As I rolled out, I realized the 405 was off my right wing and I needed to go further west. Right at that moment, the controller told me to make an 180 immediately. He did not give me a direction to turn, and I didn't understand why. I repeated his instruction and made an immediate turn as requested, thinking there was an issue with traffic. I went to the right as not to fly right at VNY. The tower then instructed me to fly to the 101 [freeway]. He queried again and said "I told you to fly south". I let him know that is exactly what I was doing. It turns out that this maneuver caused me to come within close proximity to an airliner going to Burbank. In hindsight, it did not make sense to have me do an 180, all the Tower need to do was have me come west, and continue and I would not have come close to the airliner, and I would have been clear of his flight path, and we would have been deconflicted. For my part, I will try to clarify the request, and ensure I am seeing the exact item he is referencing in "ground terms.

Synopsis

General aviation pilot reported a near miss while under ATC control. The pilot misunderstood ATC instructions to provide separation.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : CRS.Airport

State Reference : TX

Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : ACT

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 : None

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class G : ACT

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Military Trainer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Airspace.Class G : ACT

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 : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 257.5

Experience.Flight Crew.Last 90 Days : 23.2

Experience.Flight Crew.Type : 205.8

ASRS Report Number.Accession Number : 2059469

Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Speed : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
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 : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was flying direct to CFD and was almost hit by Aircraft Y who was not on flight following and decided to rapidly descend into my family and I. At the time of the near miss Waco Approach instructed me to turn right as Aircraft Y descended at 300+ mph and lost 2,000 ft. of altitude in just two radar signals. At the very last second Aircraft Y did an abrupt 180 degree turn which is when I assume he finally made visual contact just prior to almost colliding into us. We were approximately 15 miles west of the Corsicana airport at 5,500 ft. at the time of the near miss. According to ADS-B data it appears he was illegally in excess of 250 knots under 10,000 ft. during this rapid descent. Additionally he failed to safely navigate with traffic in the vicinity.

Synopsis

Pilot of a light aircraft reported an NMAC with a warbird while in cruise flight in ACT airspace.

Time / Day

Date : 202311

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : DAY.Tower

State Reference : OH

Relative Position.Angle.Radial : 060

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 18000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : DAY

ATC / Advisory.TRACON : CMH

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class C : DAY

Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

Airspace.Class C : DAY

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 : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1072.6

Experience.Flight Crew.Last 90 Days : 154.5
Experience.Flight Crew.Type : 998.2
ASRS Report Number.Accession Number : 2059449
Human Factors : Situational Awareness

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 : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was acting as PIC of Aircraft X. The flight mission was a discovery flight w/ intro to control tower ops with Person A. I was flying north from ZZZ to DAY. I obtained the ATIS information and contacted Columbus Approach to obtain flight following into DAY airspace. Approach routed me to the left-downwind leg of 24L and frequency changed me to 119.9 DAY Tower. DAY gave orders to continue extended downwind leg until told to turn base. Approximately 3-5 nautical miles distance from ZZZ we, Aircraft X, received clearance to "return for the option", to which we immediately complied. Approximately 2 nautical miles on final approach, at ~1,800 ft. MSL (~800 ft. AGL), I noticed a large 6-Armed Hex-Copter Drone. It was straight ahead on long final, at altitude, and was silver and red. I took evasive action of steep turn to the left for a few seconds and then steep turn back to the right so not to trail off course too much. We came within ~200 ft. horizontal distance. I contacted DAY Tower immediately so any following aircraft would be advised of the drone on glide slope on final for 24L. Did my touch and go and started my departing procedures. Dayton Tower asked a couple questions like the size, location of near-miss, and color-scheme of the said drone to which I advised them of the knowledge that I knew about. Then they switched me over to Columbus Departure. Departure then informed me that DAY Tower had some more questions and wanted to give me a phone number. I received the phone number. Approximately ~8 nautical miles from ZZZ, I informed Departure that I had ZZZ in sight and they cancelled flight following. After landing and shutting down and securing the aircraft, I called the phone number given to me by Departure. Over the phone, the tower controller, Person B, informed me that he was glad that I informed him of the drone because he had to divert 2 airliners to another runway so they would avoid the risk of collision with the drone and requested that I fill out a report to which this is the said report. Also, talked to local authorities and told them the same report, location, et cetera; the same information that I gave to DAY Tower. To which the local authority representative said that it was a little beyond his wheelhouse/jurisdiction and said that another government authority would be in contact soon and would want a report. Within

the next 15 minutes the other government authority, Person C, asked about the same information as above; and so, I reported the same as before.

Synopsis

Flight Instructor reported a near midair collision with a UAS while they were on final approach. The reporter took evasive action and reported the encounter to ATC.

Time / Day

Date : 202311

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Relative Position.Distance.Nautical Miles : .75

Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : 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 : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Bonanza 35

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

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 : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 517
Experience.Flight Crew.Last 90 Days : 125
Experience.Flight Crew.Type : 433
ASRS Report Number.Accession Number : 2059396
Human Factors : Time Pressure
Human Factors : Confusion
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.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Our aircraft was on RNAV XX Circle to Land Runway XY at ZZZ. The other aircraft was on RNAV XZ Circle to Land XY at ZZZ. Per company procedures our aircraft was circling at 1800 feet on left downwind. While established on downwind, the Bonanza completed their RNAV XZ approach and crossed over the field into the left downwind at approximately 1280 feet. The aircraft was well behind us but at a much quicker ground speed of 180 Knots. The aircraft was 500 feet below to begin, but began climbing and got within 200 feet directly below and behind our 172 as we started our climb out of their way. We made a radio call that we would extend our downwind since they were overtaking us and 500 feet below, but they then climbed into us and approached us further. After we climbed to 2400 ft. the traffic conflict was averted and the Bonanza landed than we landed from extended left downwind.

Synopsis

Flight Instructor reported a NMAC with another aircraft in the pattern while on initial approach to a non towered airport.

Time / Day

Date : 202311
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : MIA.TRACON
State Reference : FL
Relative Position.Angle.Radial : 100
Relative Position.Distance.Nautical Miles : 2
Altitude.MSL.Single Value : 2000

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : MIA
Aircraft Operator : Corporate
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb
Route In Use : Vectors
Airspace.Class D : FPR

Aircraft : 2

Reference : Y
ATC / Advisory.TRACON : MIA
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Airspace.Class D : FPR

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 8000
Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 2059365
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Automation : Aircraft TA
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 0
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was cleared for take-off on Runway 10R from FPR and told to climb on runway heading to 2000 ft. on an IFR flight. While leveling off at 2000 ft. I contacted Palm Beach departure as instructed and was told to make a left turn to a heading. I initially started the left turn while the ATC Controller was still talking and immediately saw a single engine, low wing aircraft just in front and to the left of my aircraft, closing extremely fast, at the same altitude, while receiving a TA warning. I was flying at 160 knots on the autopilot. I immediately disengaged the autopilot and made a rapid emergency vertical climb with maximum power (way over torqued my engines) to the right to avoid hitting the other aircraft. We missed the other aircraft by less than 50 feet off as it went under my left wing. My airspeed dropped from 160 knots to less than 120 knots during this emergency climb. I believe my initial answer to the Controller while I was making this emergency maneuver when told to turn left was, "I can't" (I had my hands full!!) the Controller once again told me to make a left turn and all I could say was "no". If I had made the left turn as instructed, we would have hit the other plane. I had 9 passengers on board and I disregarded the Controller's instructions to save my life and lives of my passengers. I would like to add that the FPR airspace was overloaded. The Tower Controller told multiple aircraft to stay out of the Class D airspace because they could not handle the traffic at that time while I was waiting for my take off clearance. Fortunately it was a near miss and not a mid-air fatal accident.

Synopsis

Corporate turboprop pilot reported a NMAC with a small aircraft while departing FPR airport.

Time / Day

Date : 202312

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 3000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Citation Latitude (C680A)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

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 Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 2059198

Human Factors : Confusion

Human Factors : Human-Machine Interface

Human Factors : Time Pressure

Human Factors : Training / Qualification

Human Factors : Workload

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Undershoot
Detector.Automation : Aircraft TA
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : FLC complied w / Automation / Advisory
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

During this flight, I was the pilot monitoring in the left seat as the crew SIC (Second in Command). The PIC (Pilot in Command) was the pilot flying and was in the right seat. The seating arrangement was within company FAA approved policies since I have completed upgrade IOE for the left seat in this aircraft and was only awaiting a line check. While departing from Runway XX we were given heading 275 and maintain 3000 feet by tower. Tower also advised of traffic about 1 mile off the departure end of the runway which we had in sight. On departure, we climbed and leveled off at 3000 ft. behind and above the previous noted traffic. Just prior to 3000 feet we contacted departure and the departure controller gave us a climb to 8000 feet as soon as we leveled at 3000 ft, but did not issue a new heading. We began the climb and as I was repeating the climb instructions back to departure and I immediately noticed on our traffic display that we had an aircraft 1000 feet above us, at our 12 o'clock, less than 2 miles in front of us, traveling the opposite direction. I finished my radio transmission and looked outside and saw the airplane. As I finished my transmission a different voice on departure was giving a traffic alert, which I had recognized as most likely an ATC trainer that had stepped in to issue us the alert but I clipped the initial part of his transmission during my read back of our climb instruction. I knew we would merge with the traffic if we continued the climb so I pointed out the traffic to the PIC and told him to level off. As the PIC was leveling off, we got a TCAS RA also telling us to level off. I would estimate our separation from the other aircraft at about 400 feet. The ATC trainer asked if we received the heading of 250. I informed him we did not but we then turned to 250. We continued our climb to 8000 ft. after we were clear of the traffic and TCAS RA. The initial controller for departure did not assign us a new heading from 275, and gave us a climb to 8000 ft. which caused the RA and loss of separation. Since there were two distinctively different voices on the departure frequency, it was apparent that the initial controller was most likely in training, and the second voice we heard was the ATC trainer. It is apparent that the situation we found ourselves in, was due to an error made by the ATC controller in training.

Synopsis

A fractional jet pilot reported they stopped their climb due to opposite direction traffic which passed 400 feet overhead.

Time / Day

Date : 202311
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Relative Position.Angle.Radial : 240
Relative Position.Distance.Nautical Miles : 9
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 10000

Aircraft : 1

Reference : X
Aircraft Operator : Government
Make Model Name : MD Helicopter 500/C/D/E/L
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : None
Mission : Tactical
Flight Phase : Cruise

Aircraft : 2

Reference : Y
Aircraft Operator : Air Taxi
Make Model Name : Iroquois (Huey) All Series Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : None
Mission : Ambulance
Flight Phase : Cruise

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Government
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Last 90 Days : 47.3
Experience.Flight Crew.Type : 1089.6
ASRS Report Number.Accession Number : 2058266
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.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
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 PIC of Aircraft X orbiting a police scene at 1000 ft. AGL approximately 9 miles SW of ZZZ outside of the Bravo [airspace]. I observed on my Foreflight Ipad Aircraft Y, a Bell 407 helicopter operated by Company A approaching me from the Southeast at a distance of 3 miles and at 1100 ft. AGL. I immediately announced my position on the local helicopter frequency (XXX.XX). Aircraft Y did not deviate his flight path and continued straight at my position. I again announced my position when he was 2 miles to my South/Southeast with no response. When he was approximately 1 mile from me, I announced again with no response. At this time, I took evasive action and quickly descended 300 feet as Aircraft Y flew directly over the top of me. He never deviated his course, never announced his position, nor did he respond to my numerous calls on the local frequency. As he approached ZZZ1 Class D, I switched over to that frequency to listen. Aircraft Y called up the ATC of ZZZ2 and asked for permission to transition through the Delta [airspace]. I have a recording of the flight tracker of this near miss.

Synopsis

Police helicopter Captain reported a NMAC event when a medical helicopter on a collision course did not respond to multiple calls to deviate heading. The Police helicopter took evasive action to avoid a collision.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : X65.Airport

State Reference : FL

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : X65

Aircraft Operator : FBO

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

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 G : X65

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Airspace.Class G : X65

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 : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 334

Experience.Flight Crew.Last 90 Days : 65

Experience.Flight Crew.Type : 193

ASRS Report Number.Accession Number : 2057932

Human Factors : Time Pressure

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 : 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

Student and I were flying at 3,000 ft. setting up for slow flight in the vicinity of TX Aerosports Aerodrome (X65). We had visually cleared the area before starting our setup for the maneuver. We began the maneuver and I looked back down at my iPad that was paired to a Sentry ADS-B In device and saw a target pop up at our exact altitude closing fast. I looked up from the iPad and my student and I made visual contact with the other airplane (Aircraft Y) closing head on at a high rate of speed (ADS-B indicated 177 kts). I immediately put our airplane into a steep descent and began a turn to avoid a collision. Aircraft Y never attempted any sort of evasive action - unclear whether they even knew we were there. Student and I discussed ways to mitigate this risk in the future, and how there is no one specific evasive action - it is situational and we do whatever necessary to avoid a midair collision.

Synopsis

GA flight instructor with student reported a NMAC in the vicinity of X65 non-towered airport requiring evasive action to avoid a possible collision.

Time / Day

Date : 202311
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : C90.TRACON
State Reference : IL
Relative Position.Angle.Radial : 67
Relative Position.Distance.Nautical Miles : 12
Altitude.MSL.Single Value : 2000

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : C90
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 : None
Mission : Personal
Flight Phase : Cruise
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class E : ZZZ
Flying In / Near / Over (UAS) : Aircraft / UAS

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 : Private
Experience.Flight Crew.Total : 688
Experience.Flight Crew.Last 90 Days : 54
Experience.Flight Crew.Type : 688
ASRS Report Number.Accession Number : 2057922
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 : 50
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

While traveling from ZZZ to JVL along the Chicago skyline a drone passed below me coming from the opposite direction. At the time of the incident I was approx 12nm E/NE of ORD at 2000 ft. MSL on a course 341. I noticed a red flash of light ahead approx 1 mile and by the time I realized what it was it was already passing below me. No evasive action was taken. I estimate the drone to have passed below on a direct opposite course within 50 ft. lateral and no more than 100 ft. below. I reported the near miss to Chicago ATC and continued on course without further incident.

Synopsis

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

Time / Day

Date : 202311

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BUR

Aircraft Operator : Corporate

Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Final Approach

Airspace.Class C : BUR

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class C : BUR

Component

Aircraft Component : Traffic Collision Avoidance System (TCAS)

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2057351

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain

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 : 2057344

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : NMAC
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Overrode Automation

Assessments

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

Narrative: 1

On transition from the arrival to the approach I noticed an aircraft coming towards us from a roughly 11 o'clock direction, the aircraft continued toward us roughly 300 ft. below us. He passed directly below us with no notice from ATC. We received an RA that directed us to descend. We elected to not follow the advisory because it would have caused us to get closer to the aircraft. PF disengaged autopilot maintained altitude then began a climb. We did not elect to go-around because we were visual and there was other traffic in the vicinity and did not want to add to the threat level.

Narrative: 2

We had a TCAS RA while on an approach to Runway 8. I did not comply however as it was giving us an incorrect resolution. My First Officer had the aircraft in sight, and it was also displayed on the TCAS system. If we had complied with the resolution we would have descended towards the conflict aircraft. We never even received any kind of advisory from ATC in regards to the conflicting traffic. After landing I reported the incorrect TCAS resolution issue to maintenance, and wrote up the aircraft.

Synopsis

Corporate jet flight crew reported a NMAC during approach to BUR airport with an aircraft that passed below them by approximately 300 feet. They received a TCAS RA to descend but decided not to follow that instruction and rather disengaged the autopilot and began a climb.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 1100

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dusk

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Jet/Long Ranger/206

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Ambulance

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Ultralight

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : 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

Function.Flight Crew : Captain

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 4987
Experience.Flight Crew.Last 90 Days : 61
Experience.Flight Crew.Type : 415
ASRS Report Number.Accession Number : 2056994
Human Factors : Communication Breakdown
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
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 150
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Departure from base 3 NM east of ZZZ, made a CTAF call to area traffic (Aircraft X 3 east of ZZZ departure to the NE, climbing to 1100), then turned on course to hospital and climbed to 1100 MSL. No other calls were heard on CTAF and do not normally monitor guard, so unsure if any calls were made there. Sun had just set to the left aft of the flight path so long shadows across the ground made conditions difficult for seeing lower aircraft, which there wouldn't normally be at 1100 MSL (700 AGL.) Just outside of ZZZ Class E encountered a powered parachute (backpack paramotor) (PPG) with a multicolored (red/white/green with a symbol across the top) canopy. Somehow the canopy blended in to the ground colors/shadows and with no direct sun to illuminate the canopy, it was hard to see. I finally saw it as it crossed into my right chin bubble approximately 150 feet below as our paths converged, with the PPG approaching from my 10 o'clock (obscured by instrument cluster and door and window frame from the right seat.) After crossing under me the PPG continued to the SSE, with no apparent change in course. I have no idea if the pilot saw our aircraft, even though we fly with position, anti collision lights, and wig/wag landing lights on.

Synopsis

Helicopter pilot reported a NMAC with a powered parachute enroute to destination.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : VIS.Airport

State Reference : CA

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : VIS

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : None

Airspace.Class E : VIS

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : VIS

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class E : VIS

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 : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 302

Experience.Flight Crew.Last 90 Days : 21.8

Experience.Flight Crew.Type : 40

ASRS Report Number.Accession Number : 2056985

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Conflict : NMAC
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
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 : Procedure

Narrative: 1

I approached VIS from the north-east, announcing my position at 10 miles out and at 2500ft. Radio traffic indicated a busy pattern using runway 30. Winds were light and variable. Runway 30 is the designated calm-wind runway at VIS. At 5 miles out, I announced my position and altitude again, and intention to overfly the airport at 2500ft (pattern altitude 1300ft MSL) and use a teardrop entry for a 45-degree entry to a left downwind for a full-stop landing on runway 30. After announcing my position overhead the runway and passing the downwind pattern, I began a descent and was about to initiate a right turn for the teardrop when I saw an aircraft on ADSB at roughly 1300ft AGL heading directly for the airport. There were no announcements from this aircraft and I picked him upon on my visual scan shortly thereafter. He did not appear aware of my presence and I positively identified the aircraft as Aircraft Y. I extended my direction of flight until he passed behind me and began my teardrop. I lost sight of him visually and assumed he had overflowed the airport. I entered a standard downwind after the 45-degree entry, a normal base-leg, and a normal turn to final, with routine position announcements. On short final and approximately 100ft AGL, a local CFI who landed a few minutes earlier made a radio announcement to advise me that "there's some guy on final for runway 12 right now". I was able to make visual contact and saw Aircraft Y on short final, opposite direction. There had been no radio calls of any kind on the CTAF from this aircraft. I applied full power for a go-around and broke right to overfly the taxiway. I made a radio announcement of the go-around and advised the other aircraft to break right to remain clear. There was no reply and Aircraft Y made a touch-and-go on the runway while I flew opposite direction over the taxiway. Upon climb-out I advised local traffic that I was flying the upwind for closed traffic back to runway 30. After turning downwind, I saw Aircraft Y flying west from the airport opposite to the standard left base-leg. Another aircraft trying to enter the pattern needed to do a 360-degree turn to accommodate my unexpected downwind and was asking for position advisories on Aircraft Y, which I was able to give. As Aircraft Y departed to the west, all remaining aircraft landed on rwy 30 in a standard and safe fashion. After landing, I discussed the incident with the CFI who had made the timely radio call. He suspected that it might have been a student pilot from ZZZ given the aircraft type. Subsequent investigation via a flight tracker [it] appears to confirm this, showing Aircraft Y initiated and ended its flight in ZZZ. The track shows that after making touch-and-goes at ZZZ1, the aircraft proceeded directly to VIS, cut through the active traffic pattern at

pattern height, and made a touch-and-go landing opposite to the prevailing traffic pattern. Had the CFI not made the timely radio call, this would have resulted in two aircraft landing opposite direction simultaneously on the same runway and potentially a head-on collision. I believe that this incident was caused by a gross disregard for standard piloting practice by the Aircraft Y pilot. While radio calls are not required at uncontrolled airfields, they are certainly expected if the aircraft is equipped with a radio. Similarly, while any runway can be used at an uncontrolled airport, this aircraft flew through an active traffic pattern, made no radio calls, and landed opposite the busy and prevailing pattern. The pilot showed a complete lack of situation awareness, failed to adhere to standard best practices, and showed no evidence of appropriate aeronautical decision making. While I do not believe that this incident should result in any action against the pilot, I do think that it merits some remedial education or at least a reminder that they are not the only aircraft in the sky. For myself, I learned several lessons. I routinely use ADSB to check for traffic in the pattern as a back-up to my visual scan, but I failed to positively identify this individual's position after he passed me. Had I been aware that he had overflowed the airport and entered a left-downwind for rwy 12 (rather than flying eastward as I had assumed), I would have been better prepared for the go-around or might have flown an upwind leg at traffic-pattern altitude. Following the go-around, I was preoccupied with his position and failed to identify that another aircraft was attempting to enter the pattern via an overhead teardrop entry similar to the one I had flown. As I turned downwind, he needed to make a 360-degree turn for spacing. My situational awareness was not as strong as it could have been, although we used good communication and spacing was not a concern. I also routinely check the final approach path before turning base-to-final, in case there is traffic on final that isn't announcing itself. On this flight I learned that I also need to take time to check the *other* final approach path to ensure there isn't opposite direction traffic. In summary, I suspect that this was a student pilot with poor SA (Situational Awareness), perhaps announcing on the wrong frequency (it just occurred to me that I could have checked the ZZZ1 frequency to see if he was on it). Additional emphasis on uncontrolled field operations for primary students at this school (if our suspicion is correct) would be helpful in mitigating further incidents.

Synopsis

General aviation pilot reported a near miss with another aircraft while landing at a non-towered airport. The pilot maneuvered to avoid a collision then returned for landing.

Time / Day

Date : 202311

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : APF.Tower

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 1900

Aircraft : 1

Reference : X

ATC / Advisory.Tower : APF

Aircraft Operator : Corporate

Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class D : APF

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : APF

Aircraft Operator : Personal

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class D : APF

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 5900
Experience.Flight Crew.Last 90 Days : 137
Experience.Flight Crew.Type : 1150
ASRS Report Number.Accession Number : 2056960
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1649
Experience.Flight Crew.Last 90 Days : 13.6
Experience.Flight Crew.Type : 151
ASRS Report Number.Accession Number : 2056951
Human Factors : Situational Awareness
Human Factors : Fatigue
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

I was in Aircraft X given takeoff clearance on Runway 05 from Naples Tower with a right turn heading 060° to maintain 2,000 ft. I was entering the runway when Aircraft Y (with a request to fly along the shoreline) was given takeoff clearance at their own risk but given

instructions to fly south - however they were not explicitly told I was taking off. I was on the takeoff roll after my abort speed about to rotate when I saw Aircraft Y cross the runway approximately 3/4 down the runway. I was accelerating through V2 and my flaps were at 15° so I knew I had enough speed to climb more aggressively to clear Aircraft Y vertically rather than bank to avoid it. I called on the radio and said something to the effect of "did Aircraft Y really fly across Runway 5?" Tower came back, sounded surprised, and said Aircraft Y was instructed to fly south and Aircraft Y said "I'm sorry I thought I was instructed to fly south once I got to the shoreline" which was absolutely not correct. Aircraft Y lacked situational awareness flying across the active runway in use (Aircraft Z took off just before us), didn't listen to ATC instructions, and ATC didn't catch the error until after I said something on the radio.

Narrative: 2

I was looking for a departure from the helicopter landing area to the coast to proceed southbound. Although I can't recall exactly what clearance I requested, I was not clear enough and I believe the Tower Controller understood that I wanted to proceed southbound from the parking area. I thought that I was given clearance to the coastline but I suspect this was my expectation bias and that the controller cleared me to proceed south. I am clear that I did not receive a clearance to cross the active runway and this should have caused me to stop and re-confirm the clearance. I climbed ahead and turned towards the coastline crossing the active Runway 05 in the process and an aircraft on the departure end of 05 reported that I had passed in front of him. The controller instructed me to turn to the north immediately and I complied. The controller then cleared me to turn southbound along the shoreline which I did and he gave me a number to call for a possible pilot deviation. I believe a contributing factor was my lack of sleep (approximately 3 hours) the prior night as I was concerned about the weather for this flight (as it had been poor the previous day). This should have caused me to be extra cautious with clearances and other complex tasks or even postpone the flight to the following day.

Synopsis

Corporate jet pilot and helicopter pilot each reported a near miss after takeoff due to a communication error and a course deviation after takeoff. The corporate pilot identified the helicopter and maneuvered to avoid a collision.

Time / Day

Date : 202311

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

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 : Descent

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class E : 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 : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 462.9

Experience.Flight Crew.Last 90 Days : 113.0

ASRS Report Number.Accession Number : 2056949

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 : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Arriving to ZZZ, made radio calls 10-5-3nm in distance, aircraft Y showed up on ADS-B in, had to take controls from student and perform chandelle in order to evade NMAC. Occurred ~3nm S of ZZZ. Zero radio calls were made from aircraft on CTAF.

Synopsis

Instructor pilot reported a NMAC at a non-towered airport with a non communicating aircraft.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : A80.TRACON

State Reference : GA

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : A80

Aircraft Operator : Air Carrier

Make Model Name : Medium Large Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Airspace.Class B : ATL

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class B : ATL

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2056778

Human Factors : Communication Breakdown

Human Factors : Time Pressure

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

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 : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 2056647
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 : Air Traffic Control
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Override Automation
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

ATL Approach had assigned us the visual to 9R from the GNDLF2 arrival and was vectoring us onto final. Approach had also been stepping us down from 8,000 to 5, 4, and then 3. The FO was PF and I was PM. It was dusk and a bit hazy and we were having difficulty picking out the airport, so we had not reported it in sight yet. We were level either at 4,000 or 3,000 when Approach told us of unidentified VFR traffic at our 11 o'clock and below us. I searched outside for the traffic and the FO pointed out the front windshield, so I assumed that he had located the traffic. I reported "traffic in sight" and could see it closing in on TCAS. A few seconds later, TCAS gave us a "Maintain Altitude" RA. The FO continued on at our current altitude. Approach reported that the VFR traffic would pass behind us and gave us another turn to intercept final. I saw the traffic visually at that point. [An] aircraft slightly below us coming down our left side but turning towards us to pass immediately behind us. TCAS issued a "climb" command, but I told the FO that I had the aircraft in sight and that it would pass behind us so he could disregard the RA and maintain altitude. The RA cleared within a couple of seconds and we continued the approach to landing without further incident. The next morning I consulted the FOM for required reports and realized that I should have called Dispatch and the Maintenance Operation Manager immediately after that flight (if we consider this a near midair incident). Cause: The primary cause of the incident was the GA traffic that was operating within Class B airspace without establishing communication with ATC. However, other contributing factors were the limited visibility (dusk, haze, and the plane didn't have landing lights on), and lack of clear communication within the flight deck. It turns out that when the FO pointed while I was talking to Approach, he was indicating that he had the field in sight, not the traffic. Consequently, I reported "traffic in sight" when we did not in

fact have it in sight yet. For his part, he assumed that my "traffic in sight" call indicated that I had the traffic in sight. Suggestions: Unfortunately, we cannot control what inexperienced or careless GA pilots may do. We often brief GA traffic as a threat when going into smaller airfields, but we must remain vigilant for it even in the vicinity of larger airports. The FO was right for not interrupting me verbally during a radio call, but as soon as I stopped talking, he could have specified, "field in sight." For my part, I should have verified with him that he had the traffic in sight before I reported that to Approach. Non-verbal communication can often be misinterpreted, so it should always be followed up with standard verbal clarification.

Narrative: 2

While intercepting the Localizer for 9R, ATC advised us of traffic off of our left a few miles out. At the same time, I was looking for ATL so I could call it in sight for the visual approach. Since this was a short flight, I felt a little rushed, and was being quick with communications so as to not "get behind the aircraft". I pointed to the airport, without speaking, since my captain was pm and responding to the call. We had previously been scanning for the airport, and I did not have it in sight so we had not yet verified "Field in sight" with ATC. My captain mistook this pointing gesture for me seeing the traffic, and thusly reported traffic in sight. We then got a TCAS TA for traffic off of our left, and we began looking for it. It was dusk, so it was difficult to see. Then, we got an RA to hold altitude. Right when my captain saw the traffic, we got an RA to climb. Since my captain had traffic in sight 400 feet below I made no corrections to our course or altitude, and we continued on the approach to make an uneventful landing. Cause: Poor communication and poor visibility due to dusk. Pointing my finger instead of verbally confirming airport in sight led to confusion of traffic in sight. Once that was cleared up, dusk conditions made it difficult to spot traffic. Suggestions: In the debrief, we talked about using both language and body language (pointing) to portray a better idea of what we are trying to get across. I will also wait until PM is finished talking to ATC to confirm airport in sight or traffic in sight, as opposed to multi-tasking and getting each other confused. Additionally, taking our time in communications instead of rushing when we feel task saturated.

Synopsis

Air carrier flight crew reported miss communication referencing visual on traffic confliction resulted in failure to follow RA and NMAC situation.

Time / Day

Date : 202311

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : HECC.ARTCC

State Reference : FO

Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Other

Aircraft : 1

Reference : X

ATC / Advisory.Center : HECC

Aircraft Operator : Air Carrier

Make Model Name : Widebody, Low Wing, 2 Turbojet Eng

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Cruise

Aircraft : 2

Reference : Y

ATC / Advisory.Center : HECC

Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng

Flight Plan : IFR

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2056776

Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Altitude : Excursion From Assigned Altitude

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Detector.Automation : Aircraft RA

Detector.Person : Flight Crew

Detector.Person : Air Traffic Control

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

Narrative: 1

At Cruise FL350, 52 miles N of DATOK, L550 southbound, Cairo airspace RA event with Aircraft Y. At approximately XA: 30 Z. We heard increased urgent transmissions on Cairo frequency in a foreign language. Looked outside after seeing opposite direction traffic 200 above and climbing as indicated on the TCAS. We Decreased the scale on Navigation Display to ascertain exact location of traffic. Then received a traffic advisory "Traffic Traffic," one time. This was immediately followed by "Descend Descend." Executed RA maneuver disconnecting the Autopilot and pushing over. Traffic passed high and to the left. We bottomed out at 34,200, and the RA ceased. We informed the controller we had a RA and climbed back to FL 350. Upon request the controller informed us the other aircraft call sign was Aircraft Y. Additionally, the controller informed the other aircraft was confused about their clearance. Aircraft Y is also call signed Aircraft Y. The TCAS worked well however there was little warning of the TA and RA. It happened very quickly. Other aircraft altitude deviation, believe your TCAS.

Synopsis

Air carrier Captain reported responding to TCAS RA resulted in a NMAC event while at cruise altitude in Cairo (HECC) airspace.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Corporate

Make Model Name : Embraer Legacy 450/500

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Test Flight / Demonstration

Flight Phase : Climb

Route In Use : Vectors

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 18500

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 100

ASRS Report Number.Accession Number : 2056383

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

We were cleared for takeoff on Runway XXL by Tower and assigned a level-off of 1,000 ft. The original clearance was to level at 2,000 ft. We contacted ZZZ Departure and were cleared to climb to 5,000 ft. At approximately 3,000 ft. we received a TCAS traffic alert followed by a descend RA. We immediately complied with the RA. The conflict aircraft was at our 10 o'clock position and appeared to be maneuvering away from us. The aircraft was at our altitude and approximately 200 in distance. When clear of the conflict aircraft we notified ATC and continued the flight.

Synopsis

E545 Captain reported conducting a test flight and receiving a traffic alert and advisory.

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) : Airport / Aerodrome / Heliport

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

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 : 1201-1800

Place

Locale Reference.Airport : JZI.Airport

State Reference : SC

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 7000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : JZI

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : JZI

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Flight Phase : Takeoff / Launch

Airspace.Class G : JZI

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 : Private

Experience.Flight Crew.Total : 280

Experience.Flight Crew.Last 90 Days : 88

Experience.Flight Crew.Type : 147

ASRS Report Number.Accession Number : 2056326

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

As I was approaching JZI for a full stop landing I made my initial CTAF call, 10 miles to the east going to enter the left downwind for Runway 09 from a 45° angle. Winds were 070/9 and ceiling was 7,000 ft. I heard another transmission of a general aviation aircraft taking off Runway 04, departing to the east. I proceeded to make another call that I will stay at 1,500 ft. MSL so the departing traffic can pass underneath us. I see the aircraft on ADS-B and notice it is continuing its climb to my altitude and heading towards me. I see on ADS-B what appears to be the aircraft turning to their left, so I make the decision to turn to my left to avoid conflict. I understand right turns are standard for traffic avoidance however in the moment I believed a left hand turn to be the best course of action for traffic avoidance. I did not get visual contact on aircraft until momentarily before the near miss. I did not hear another transmission from the departing runway traffic aside from their initial call and I made the mistake of assuming they heard our transmission and understood. My mistakes and course of action to prevent another incident as such. My mistake was I assumed that the aircraft knew our position and altitude and I continued on my entry to the downwind. My course of action in the future will be to immediately change course to avoid conflict in the chance the aircraft does not receive my position report.

Synopsis

GA pilot reported a NMAC during approach to JZI non-towered airport requiring evasive action to avoid a possible collision.

Time / Day

Date : 202311

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 25

Altitude.AGL.Single Value : 250

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

Aircraft Operator : Commercial Operator (UAS)

Make Model Name : DJI M30T

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 107

Mission : Surveying / Mapping (UAS)

Flight Phase : Cruise

Airspace.Class G : ZZZ

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) : Waypoint Flying

Flying In / Near / Over (UAS) : Open Space / Field

Flying In / Near / Over (UAS) : Critical Infrastructure

Type (UAS) : Purchased

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

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Mission : Agriculture

Flight Phase : Cruise

Airspace.Class G : ZZZ

Person

Location Of Person : Outdoor / Field Station (UAS)

Reporter Organization : Commercial Operator (UAS)

Function.Flight Crew : Person Manipulating Controls (UAS)

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Remote Pilot (UAS)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 2253
Experience.Flight Crew.Total (UAS) : 2250
Experience.Flight Crew.Last 90 Days (UAS) : 3
Experience.Flight Crew.Type (UAS) : 3
ASRS Report Number.Accession Number : 2055879
Human Factors : Time Pressure
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Conflict : NMAC
Detector.Person : UAS Crew
Miss Distance.Horizontal : 100
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

Operating a mapping mission On the side of a road over a 20 Acre plot, fortunately near to larger pylons. DJI Matrice M30T RC Pro controller Warned me in a Flashing Red Screen attention getter to descend immediately due to aircraft at similar altitude. I immediately stopped automated mapping mission took manual control and descended immediately to lower than pylons and started a return to take off point. 10 seconds later, Only as I was half way back to the take of point did I hear and then immediately see the crop dusting aircraft which flew about 100 ft. west of my position at a lower altitude than I had be flying the drone at, he was sub 50 ft. AGL. I landed the drone and cancelled my mission for the day. If the Crop Sprayer had not had a transponder (Some Do Not) then I would have not been alerted by my system. Without that alert there was distinct possibility of him flying under or into my UAS. Crop Sprayers should all have ADS-B so we can avoid them by early notification. When they are transiting low (sub 500 ft.) you cannot hear them or see them until they are very close. It is normal to hear, see, then avoid, I heard nothing today despite being in a quiet environment with little wind.

Synopsis

Part 107 UAS pilot reported a near midair collision while at cruise on an automated mapping mission with a low flying fixed wing aircraft. The UAS pilot took manual control to avoid the aircraft and safely returned to base.

Time / Day

Date : 202311

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 : 1200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Route In Use : Direct

Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class C : ZZZ

Person : 1

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 : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1480
Experience.Flight Crew.Last 90 Days : 271.9
Experience.Flight Crew.Type : 639.2
ASRS Report Number.Accession Number : 2055532
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Trainee
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 262
Experience.Flight Crew.Last 90 Days : 41.8
Experience.Flight Crew.Type : 262
ASRS Report Number.Accession Number : 2055544

Person : 3

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 22132
Experience.Flight Crew.Last 90 Days : 42
Experience.Flight Crew.Type : 294
ASRS Report Number.Accession Number : 2056921

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 300
When Detected : In-flight
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 : Human Factors

Narrative: 1

I was the instructor giving my student a lesson on landings in practice for their commercial rating. The ZZZ tower controller asked us to make RIGHT traffic for runway XX. We made right traffic and was then asked if we have Aircraft Y in sight. I said no I don't and the tower controller asked us to look for traffic and extend the right downwind. Aircraft Y said he was on a base leg for XX and the controller asked if we had him in sight, which I replied with yes. I thought I saw him as I saw a white light which I thought was his landing light. The controller explicitly said don't go into the ZZZ1 airspace. We never got a call to turn base so I told my student we need to turn right because we are very close to the ZZZ1 airspace. I heard Aircraft Y say he's on final and landing in one minute so my head and eyes are looking directly 90 degrees to the right at final for XX. I don't see Aircraft Y or anyone else, I then look directly out the windscreen and see the jet right over top of us. I pushed the controls forward and then told my student to just fly westbound. The controller was asking us what our intentions are. I didn't have any intentions because we were in a near miss head on collision course, I was looking for some type of help from the controller. Instead we had received a possible pilot deviation and a phone number to call. I went back to look at the Aircraft Y's track log and our track log. Aircraft Y was extremely wide on his pattern into runway XX and he gave wrong position reports. ZZZ tower is a VFR tower, they have no radar and they rely on pilots position reports and their own eyes. This could be avoided with the tower either giving me a left 360 entry back into the downwind, Aircraft Y flying a normal VFR pattern, or just giving us a short approach. Either way this was avoidable and us receiving the possible pilot deviation was unnecessary.

Narrative: 2

Training flight at ZZZ. The tower controller told us to make right traffic as Aircraft Y was inbound from the north for the left downwind that he was not talking to yet. We were on a right downwind for runway XX, south of the airport, when the tower controller instructed us to remain clear of the airspace south of the airport as Aircraft Y was reporting he was on final for runway XX. We turned right base to remain outside of the airspace looking for the traffic on final. Aircraft Y was not reporting correct position and was 5 miles west of the airport when they said they were on final. At this point, I had Aircraft Y insight and maintained visual separation and continued the base leg to depart the area to the west and get sequenced back into the left downwind for runway XX. Incident could have been avoided if Aircraft Y flew a tighter, proper traffic pattern, if the tower controller told us to make a left 360 on downwind, or if we continued into the nearby airspace for proper spacing.

Narrative: 3

Flying from ZZZ1 to ZZZ I was with approach control for vectors for visual to [Runway] XX. Approach descended me to 2000 MSL 170 kts abeam ZZZ runway XX downwind about mid field heading 170. Approach asked if I had the field and I said yes and Approach cleared me for visual to RWY XX and contact tower. I contacted tower and tower confirmed visual RWY XX and I was number 1 cleared to land around XA05Z. Tower was talking to another aircraft to extend downwind to follow me. Abeam the numbers I was asked where I was which was strange since I was right in the pattern about 1800 MSL abeam numbers and I said i'm right here abeam they said Roger . Tower told me to turn base and tighten pattern since I was number 1 so I turned for my left base for about a 1 to 1.5 mile final. I was staying a little high till I picked up the visual indicator. Base leg I heard a lot of chatter between the tower and Aircraft X asking him if he had his interval in sight, which was me and he said yes. I announced I was turning final right before the turn and I immediately looked straight and saw Aircraft X on a right base nose to nose maybe a little lower in altitude coming right at me and I told tower and maneuvered up and over Aircraft

X as he flew right below me on the final of XX center line heading 270. Tower then asked me if I could land from there which was a little high and I said yes and came down on glide slope and landed safely. Taxied off the RWY and called ground and parked. I talked to the supervisor in the tower and he listened to the Tapes and said I did everything correct that the other pilot was a student and he felt he said he saw me but it had to be something else he saw. Several ground personnel mentioned this is an on going problem with the RIGHT AND LEFT SIMULTANEOUS traffic patterns with students mainly. For RWY XX IN USE. I noticed the tower is unmanned with remote cameras which may contribute to the tower folks not having the full view of all the aircraft at all times. I know they do not have RADAR.

Synopsis

Flight Instructor on training flight with student reported a NMAC with another aircraft in the traffic pattern. The pilot of the other aircraft also reported the event.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.MSL.Single Value : 10000

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : C90

Aircraft Operator : Air Carrier

Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

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

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 147

ASRS Report Number.Accession Number : 2055073

Human Factors : Situational Awareness

Person : 2

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 : 204
Experience.Flight Crew.Type : 204
ASRS Report Number.Accession Number : 2055116

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 : 5
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

We were at 10,000 ft. on the PANGG5 Arrival over IROCK fix. ATC notified us of an unknown aircraft at an unknown altitude approximately six miles, at our 1 to 2 o'clock position. As we turned our heads to look for the aircraft my First Officer saw a large drone approximately 2 ft.-3 ft. in diameter, rectangular, black with white or grey markings and a green light, narrowly passing our aircraft. It passed so close to our aircraft we could not confidently say we had missed the drone. ATC was notified and we were told that the drone was not the vehicle we were previously made aware of. There was no TCAS warning of any type from the drone. We sent a message to company via ACARS and asked to have Maintenance meet us for an aircraft inspection. No damage was found. Suggestions: Civilian drones large enough to damage an aircraft need to be manufactured with a rudimentary TCAS that cannot be disabled by the operator.

Narrative: 2

At 10,000 ft. on the PANGG STAR into MDW over IROCK intersection, ATC had given us a traffic alert at our 1 o'clock in six miles aircraft type and altitude unknown. I looked out the windscreen as well as my Captain searching for the traffic. A few seconds later, a drone that was rectangular in shape, 2 ft.-3 ft. wide, black and grey or white in color with a green light passed my window within 5 ft.-10 ft. of the right side at about eye level. I was not certain if we did not make contact with the drone. I told my Captain what I had seen, and they relayed the information to ATC. There was no TCAS warning of any type. ATC told us that was not the Traffic Alert they had told us of previously. The Captain then relayed the information to Maintenance via ACARS and they met us once at the gate in MDW to conduct a visual inspection of the aircraft in which no damage was found. Suggestions: Better regulation of UAV/drone activity.

Synopsis

Air carrier flight crew reported a near midair collision with a UAS while they were on initial approach. The UAS was reported to ATC and the flight landed without further incident.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DPA.Airport

State Reference : IL

Relative Position.Distance.Nautical Miles : 11.2

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.Ground : DPA

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class D : DPA

Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

Airspace.Class D : DPA

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

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

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 900

ASRS Report Number.Accession Number : 2055026

Human Factors : Time Pressure

Human Factors : Situational Awareness

Analyst Callback : Attempted

Person : 2

Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 2145
Experience.Flight Crew.Last 90 Days : 18
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2055517
Human Factors : Situational Awareness
Human Factors : Time Pressure
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 : 20
Miss Distance.Vertical : 5
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

I was in the right seat of Aircraft X on the RNAV 2L at DPA. We were cleared for the approach in VFR conditions. We passed about 20 ft. from the drone at our altitude at the BOMER IF. The drone was reported to DuPage Ground Control.

Narrative: 2

ATC cleared us for practice RNAV GPS Runway 02I at DPA. At if BOMER, encountered a quad copter drone at 3,000 ft. MSL. Drone was at 1 o'clock position and not seen until within 30 feet of aircraft. Happened so quick, unable to take evasive action. Drone flew over cabin within five feet, otherwise it would have impacted windscreen. Reported incident to DPC Ground Controller after landing.

Synopsis

General aviation flight crew reported a near miss with a UAS while at 3,000 feet on an approach to landing. UAS reported to controller upon landing.

Time / Day

Date : 202311

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MDD.Airport

State Reference : TX

Altitude.MSL.Single Value : 200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : MDD

Aircraft Operator : Corporate

Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class C : MDD

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : MDD

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

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Landing

Airspace.Class C : MDD

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 2000

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 2054937

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

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1735
Experience.Flight Crew.Last 90 Days : 171
Experience.Flight Crew.Type : 285
ASRS Report Number.Accession Number : 2054945
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 : 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

Our aircraft was on a 1 mile final for Runway 25. Other aircraft was on a downwind leg for Runway 34. Both aircraft were reporting positions on the CTAF. We were on a less than 1 mile final for Runway 25 when other aircraft reported a short base to final (not previously announced) abeam the numbers for 34 and cut it into the numbers. We reported short final intersecting runway. aircraft continued to head to the numbers. At about 200 ft. from the runway we began our go-around procedure. As our aircraft was crossing the numbers for Runway 25 [the] other aircraft began to take off (no touch and go was announced) from their landing roll and started climbing into us. Roughly 200-300 ft. of separation. It seemed like the other aircraft was reporting semi-correct calls but was either not listening or situationally unaware of the aircraft around them. NMAC report filed with local controlling agency.

Narrative: 2

During our visual approach to Runway 25 there was another aircraft in the right pattern for Runway 34. Both our aircraft and the other aircraft was making position calls on CTAF. As we were on short final for 25, the other aircraft reported they were turning short base

abeam numbers for Runway 34. Our aircraft did state that we were short final and asked if he was a full stop which was given no response. The aircraft proceeded to make a touch-and-go when we executed the missed approach procedure. At this point the aircraft was roughly 300 feet below us. A NMAC report was filed by my Captain with the local ATC facility.

Synopsis

Corporate jet flight crew reported a NMAC with a light aircraft at MDD airport.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : SAT.TRACON

State Reference : TX

Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 25000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : SAT

Aircraft Operator : Personal

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Cruise

Route In Use.Airway : V68

Airspace.Class E : SAT

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : SAT

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

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 : Private

Experience.Flight Crew.Total : 4120

Experience.Flight Crew.Last 90 Days : 19

Experience.Flight Crew.Type : 2284

ASRS Report Number.Accession Number : 2054911
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 300
When Detected : In-flight
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 : Ambiguous

Narrative: 1

I was flying westbound on my assigned routing and altitude on V68 over the MARCS intersection at 12,000 ft. MSL. I received a call from SAT Approach Control I had converging traffic to my right. I then saw an airliner, too very close. I took immediate action to dive and turn right to avoid the conflict. I reported to SAT what I did and then presumed my assigned routing and altitude. There was no discussion of the incident after the event.

Synopsis

Small transport pilot reported ATC notified the pilot of converging traffic and the pilot saw an airliner. The pilot took evasive action to avoid the conflict, notified ATC, and proceeded on with the flight.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SPB.Airport

State Reference : OR

Relative Position.Angle.Radial : 330

Relative Position.Distance.Nautical Miles : .1

Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : SPB

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Mission : Training

Flight Phase : Initial Climb

Airspace.Class G : SPB

Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Initial Climb

Airspace.Class G : SPB

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 730

Experience.Flight Crew.Last 90 Days : 70

Experience.Flight Crew.Type : 700

ASRS Report Number.Accession Number : 2054336

Human Factors : Situational Awareness

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 : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Student and I completed a full stop landing in order for traffic to leave the area. Once there was room for us to take off we made our traffic call and stated our intentions to depart the area to the south via a left turn on departure. While climbing out and initiating our left turn south, we made another call to CTAF stating such. Immediately after starting the turn my student noticed another aircraft a couple hundred feet behind us that had just departed the runway as well, at this time we received a traffic warning from ADSB-In. We stopped our left turn and fly straight as it looked like the other aircraft was turning left as well. After a few seconds the other plane started a right hand turn and climbed away from us.

Synopsis

Flight Instructor with student reported that during initial climb at a non-towered airport, another aircraft appeared behind them initiating a turn in the same direction requiring the Flight Instructor to stop their turn to avoid a collision.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 6

Light : Daylight

Ceiling.Single Value : 6000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Fractional

Make Model Name : Honda Jet

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Caravan 208A

Crew Size.Number Of Crew : 1

Flight Phase : Initial Approach

Airspace.Class D : ZZZ

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1975

Experience.Flight Crew.Last 90 Days : 52

Experience.Flight Crew.Type : 52

ASRS Report Number.Accession Number : 2054047
Human Factors : Situational Awareness

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Captain
Function.Flight Crew : Check Pilot
Function.Flight Crew : Flight Engineer / Second Officer
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 20500
Experience.Flight Crew.Last 90 Days : 125
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 2054049
Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 600
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

I am pilot in command typed in the HA-420 - second in command required - and hired as a second in command at my company. Today I was pilot flying and there was a company pilot in command who was pilot monitoring. On a no passenger, reposition flight from ZZZ1 to ZZZ we conducted a go-around due to a traffic conflict after cancelling IFR and potentially encroached into the ZZZ2 Class C airspace. After being cleared for the VOR/DME XX approach and the field was in sight, we cancelled IFR and continued VFR to ZZZ. We made two radio calls prior to being on a 5-mile final, noticing there were 2 other aircraft in the left downwind for Runway XX. Noting that no one was on base or final we elected to continue down and attempt to land. Soon after, the number 1 aircraft in the downwind, a Caravan, announced and turned base. At this point we were approximately 1300 ft. MSL / 1200 ft. AGL and on about a 3-mile final. Seeing the traffic conflict, I smoothly added power and climbed to a safe altitude away from traffic and normal turbine powered aircraft pattern altitude of 1600 ft. MSL / 1500 ft. AGL to join the left pattern in the upwind. The traffic passed underneath by approximately 600 ft. and landed. Once

clear of conflict, we cleaned up the airplane and it was time to turn crosswind. During this time we both remembered the ZZZZ C airspace was nearby and I asked for the moving map to be zoomed out as to check our position. It was in this moment we realized the Class C airspace began at 1600 ft. MSL. We had already drifted below 1600 ft. MSL and remained at 1500 ft. MSL until ready to descend for landing. After landing we noticed in the airport A/FD Chart Supplement the pattern altitude for all aircraft. I realize we potentially violated the Class C airspace at ZZZZ. I also realize that traffic pattern altitude for all aircraft may be different depending on airport needs. To prevent this in the future it would be wise to, on the approach brief, also brief how to enter the traffic pattern into an airport when going IFR to VFR, especially at non-towered airports. It would also be wise to brief how a VMC go-around would differ from the missed approach instructions for that approach.

Narrative: 2

Utilized VOR XX approach at ZZZ. Approach was uneventful and was largely conducted under VMC conditions. Cancelled IFR approximately 8 NM southeast of the airport and had planned a straight-in landing on [Runway] XX subject to traffic. As we got closer to the airport it became apparent there were multiple aircraft in the pattern. On about a 3-mile final an aircraft cut in close to do a tight base leg to final in front of us and we were forced to go around. Turbine aircraft generally use 1500 ft. AGL in the traffic pattern so we climbed straight ahead to that altitude, which turns out to be 1600 ft. MSL. We simply remained in a left-hand pattern and landed on the next attempt. After landing the crew reviewed the A/FD entry for ZZZ, and discovered that the pattern altitude for ALL aircraft is 1000 ft. AGL. We would not have flown that low with another aircraft passing underneath us. However, if I had pre-briefed the VFR missed approach more thoroughly we would have realized at least that the base of the ZZZ1 Class C airspace was at 1600 ft. MSL and after resolving the potential traffic conflict we would've descended below that. We were both under the impression that turbine aircraft must always use 1500 ft. AGL as the pattern altitude, and there is an FAA Advisory Circular that says just that. However the regulation in Part 91 which stipulates it only mandates it for aircraft landing in Class B, C, and D airspace. NOT Class E airports, which is the airspace surrounding ZZZ. We did not climb above 1600 ft. MSL at anytime during the event.

Synopsis

HA420 flight crew reported performing a go-around due to traffic conflict and upon being in the traffic pattern for another approach, may have violated Class C airspace.

Time / Day

Date : 202311

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

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

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Aircraft : 2

Reference : Y

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 : Initial Climb

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

Experience.Flight Crew.Total : 386.9

Experience.Flight Crew.Last 90 Days : 129.6

Experience.Flight Crew.Type : 245.3

ASRS Report Number.Accession Number : 2053718

Human Factors : Workload

Human Factors : Other / Unknown

Human Factors : Time Pressure

Events

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

Assessments

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

Narrative: 1

My student and I were practicing landings at ZZZ, making normal radio calls for an uncontrolled airport. As part of the radio calls, we would specify type landing as a stop & go. About midway through practicing landings, the event occurred. While on the go during a stop & go, Aircraft Y asked us if we were doing a touch & or a full-stop. They called a go-around and we were climbing out on the initial portion of the climb-out. Aircraft Y had zero offset, and historical ADS-B records indicate 300 feet separation, but ADS-B indications in the aircraft indicated as close as a "+2" indication. I tried looking for the traffic, but could not make visual. I called for an early crosswind.

Synopsis

PA-28 flight Instructor reported a NMAC event during takeoff with a landing aircraft. The landing aircraft executed a go around with "zero offset" which promoted the flight Instructor to call for an early crosswind to provide separation.

Time / Day

Date : 202307

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : CYYZ.Tower

State Reference : ON

Altitude.AGL.Single Value : 400

Environment

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Aircraft : 1

Reference : X

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 : Landing

Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

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 : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2014874

Human Factors : Communication Breakdown

UAS Communication Breakdown.Party1 : Other

UAS Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

Anomaly.Inflight Event / Encounter : Other / Unknown

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

On approach to Runway 24L at about 400 feet (less than 500 feet I recall) we had an encounter that appeared to be a drone close call. From left to right, 11 o'clock it appeared moving to 5 o'clock in front of the plane. At first my brain said it's a plastic bag from the color and texture. Nothing moved on it like a birds wings would. It was a light grey looking drone. That was in view for maybe 1-2 seconds. No noise was heard that would indicate an impact, but it was very close, just under the First Officer (FO) side of the nose. After landing we notified the tower of the encounter. We gave a statement to the airport ops people. Called dispatch to talk with maintenance (was on hold for 15 minutes but the call dropped). The FO called the Duty Pilot and they talked while I was on hold. Duty Pilot said call back in 10 minutes or so because maintenance wanted to send someone over. Called the duty pilot back a few later to talk and he said they had no idea about this drone encounter. I asked what I should do and he said if there is no visible damage I should "truck on". I wasn't sure on that so I called maintenance directly and they wanted the plane inspected before departure. I let them know I had to go through customs and couldn't tell the crew so they would need to be notified so they wouldn't leave before the inspection. The airport authority said a drone can fly below 400 ft. AGL but I'm not sure if that's accurate within a certain distance of the airport. But they weren't able to detect it with their radar. Not sure how to avoid this in the future.

Synopsis

Air carrier Captain reported a near miss with a UAS during final approach.

Time / Day

Date : 202306

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : SQL.Tower

State Reference : CA

Aircraft : 1

Reference : X

ATC / Advisory.Tower : SQL

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Initial Climb

Airspace.Class D : SQL

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : SQL

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

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Flight Phase : Initial Climb

Airspace.Class D : SQL

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

ASRS Report Number.Accession Number : 2011304

Human Factors : Communication Breakdown

Human Factors : Time Pressure

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 : 400

Miss Distance.Vertical : 100

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

The aircraft departing was an Aircraft Y, and overtook us on our left. He was doing a Coyote Hills Departure, and we were on a Hillsdale Departure. After a Foreflight alert of traffic, we saw him out our left wing way too close, and maybe 100 ft. above (in our blind spot). He was turning towards us during the exchange, (I took controls and dove down when we realized how close and his right turn intention). There's a back and forth on the radio of Tower chewing him out for overtaking on the left when he needs a right turn. I pretty much stayed silent except to say something like "Aircraft X just noticed someone off our left wing, but no longer have them in sight." The rest was between the Tower and the other guy. Tower then apologies to Aircraft Z, which I assume was meant for us. I think the Aircraft Y pilot was originally trying to find out from Tower what we were doing (Hillsdale Departure), and the Tower didn't answer him initially. A few minutes before my call, he asks something like "What should I do about the Aircraft A," and Tower doesn't reply. Later, Tower tells him to turn right (which was into me!!), and that's when I dove down concerned for a collision.

Synopsis

Pilot reported traffic in close proximity was turned by Tower resulting in an NMAC and requiring evasive action.