ASRS Database Report Set

NMAC Incidents

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

Update Number.....17

Date of Update.....November 6, 2023

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.

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: 2014874 *(1 of 50)*

Synopsis

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

ACN: 2011304 *(2 of 50)*

Synopsis

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

ACN: 2011202 *(3 of 50)*

Synopsis

Air carrier Captain reported a near miss with a UAS while on approach to LGA airport. Captain reported the event to ATC.

ACN: 2010998 *(4 of 50)*

Synopsis

Navion pilot reported having an NMAC with NORDO King Air on final requiring evasive action to avoid a possible collision.

ACN: 2010706 *(5 of 50)*

Synopsis

General aviation pilot reported a near miss with a UAS while in cruise flight. The reporter stated they did not take evasive action and contacted the TRACON upon arrival.

ACN: 2010692 *(6 of 50)*

Synopsis

Pilot reported witnessing an aircraft departing from an intersecting runway while on final approach over the runway threshold. The pilot flew over the other aircraft and completed their landing.

ACN: 2010473 *(7 of 50)*

Synopsis

A Tower Controller reported an aircraft overshot the final approach courses on their base turn resulting in an NMAC with a helicopter in the pattern.

ACN: 2010403 *(8 of 50)*

Synopsis

Flight Instructor with student reported a near miss with an aircraft that was taking off on the opposite direction runway at a non-towered airport and was not making any radio transmissions.

ACN: 2010357 *(9 of 50)*

Synopsis

Pilot reported a NMAC that required evasive action to avoid a possible collision.

ACN: 2010282 *(10 of 50)*

Synopsis

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

ACN: 2010112 *(11 of 50)*

Synopsis

Flight crew reported a NMAC that required compliance with a TCAS RA after ATC had previously pointed out the traffic.

ACN: 2009592 *(12 of 50)*

Synopsis

Flight Instructor with student reported a NMAC during departure with an aircraft that was entering the traffic pattern at a nearby airport.

ACN: 2009366 *(13 of 50)*

Synopsis

BNA TRACON Controller reported a conflict between an air carrier on downwind and a VFR aircraft not in communication with TRACON.

ACN: 2009325 *(14 of 50)*

Synopsis

Flight Instructor reported a NMAC with another aircraft while on final approach during a training flight with a student.

ACN: 2009324 *(15 of 50)*

Synopsis

Pilot reported taking evasive action during departure from a non-towered airport to avoid a near midair collision with a landing aircraft that turned the wrong way over the active runway.

ACN: 2009309 *(16 of 50)*

Synopsis

Flight instructor with student reported taking evasive action to avoid a near midair collision in the traffic pattern at a non-towered airport.

ACN: 2009298 *(17 of 50)*

Synopsis

SR20 Flight Instructor reported being cut off during the turn to downwind by a trailing aircraft that turned crosswind in front of the Instructor and Student. The Instructor took evasive action to avoid a collision.

ACN: 2009296 *(18 of 50)*

Synopsis

Pilot reported a near midair collision that required evasive action while practicing an instrument approach and observed the other aircraft fly erratically, causing other airborne conflicts within the traffic pattern.

ACN: 2009015 *(19 of 50)*

Synopsis

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

ACN: 2008742 *(20 of 50)*

Synopsis

RV-9 Pilot reported an NMAC occurred with another aircraft while in the traffic pattern and performed an evasive maneuver to avoid collision. The Reporter announced position and intentions while at different distances from the airport and did not hear the other pilot announce anything on the radio.

ACN: 2008737 *(21 of 50)*

Synopsis

C172 Flight Instructor reported an NMAC with another aircraft in the traffic pattern. The other aircraft refused to communicate and did not maintain safe spacing.

ACN: 2008612 *(22 of 50)*

Synopsis

Air carrier Captain reported a near miss with a UAS during initial approach into LAX airport.

ACN: 2008411 *(23 of 50)*

Synopsis

Student pilot reported a NMAC with another aircraft in the traffic pattern after making a turn into the downwind leg causing a separation issue at a towered airport.

ACN: 2007983 *(24 of 50)*

Synopsis

Small aircraft Flight Instructor reported a NMAC while on approach to 79C while the other aircraft was on final approach into ATW. The two airports are in close proximity.

ACN: 2007969 *(25 of 50)*

Synopsis

Pilot reported a NMAC with another aircraft while on approach in IFR conditions to a non-towered airport.

ACN: 2007944 *(26 of 50)*

Synopsis

Pilot reported efforts to avoid traffic resulted in taking evasive action and a NMAC.

ACN: 2007916 *(27 of 50)*

Synopsis

Pilot reported mistakenly lining up for the wrong runway on final approach causing a NMAC with an aircraft already in the pattern.

ACN: 2007915 *(28 of 50)*

Synopsis

Flight Instructor reported an NMAC during landing pattern training which required an evasive maneuver to avoid a collision with the trailing aircraft.

ACN: 2007887 *(29 of 50)*

Synopsis

Government pilot reported a near miss with a UAS while orbiting in Class B airspace.

ACN: 2007859 *(30 of 50)*

Synopsis

Flight Instructor reported an NMAC event during landing pattern training at a non-towered airport with an opposite direction departure aircraft that was not communicating. Flight instructor executed an evasive maneuver to avoid a collision and continued to a safe landing.

ACN: 2007673 *(31 of 50)*

Synopsis

Air carrier Captain reported the aircraft overshot final as it tracked the inbound course lined up almost halfway in between SFO runways 28L and 28R during the RNAV approach. This led to a potential NMAC with the aircraft ahead.

ACN: 2007253 *(32 of 50)*

Synopsis

B737-800 Captain reported an NMAC when climbing in accordance with an ATC clearance. The Captain noticed climbing traffic above them while in their climb and followed their TCAS RA solution to descend, then notified ATC. The flight returned to their original altitude, then again received further climb clearance from ATC.

ACN: 2007198 *(33 of 50)*

Synopsis

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

ACN: 2006905 *(34 of 50)*

Synopsis

Corporate Captain reported a near miss with a UAS while they were on initial climb.

ACN: 2006896 *(35 of 50)*

Synopsis

C421 Pilot reported an NMAC during climb with the previous departure that had crossed the C421's departure path. An evasive maneuver was required to avoid a collision.

ACN: 2006648 *(36 of 50)*

Synopsis

TRACON Controller reported Tower IFR release was transferred in conflict with Helicopter flight resulted in a pilot reported NMAC.

ACN: 2006621 *(37 of 50)*

Synopsis

Flight Instructor reported an ATC assigned vector contributed to a NMAC and the need to conduct an evasive maneuver to avoid a collision while in the pattern at an airport with an overworked contract tower.

ACN: 2006608 *(38 of 50)*

Synopsis

Flight Instructor reported an NMAC during landing pattern training when an aircraft crossed the landing pattern without any position calls or notification from ATC. Instructor executed an evasive maneuver to prevent a collision.

ACN: 2006592 *(39 of 50)*

Synopsis

Flight Instructor reported a NMAC during landing training when an aircraft flew across the landing path. The Instructor took evasive action to avoid a collision.

ACN: 2006449 *(40 of 50)*

Synopsis

Corporate Captain reported a near miss with a UAS while they were climbing.

ACN: 2006311 *(41 of 50)*

Synopsis

Flight Instructor reported an NMAC during landing pattern training when another aircraft flew an improvised pattern entry which caused the Instructor to take evasive action to prevent a collision.

ACN: 2006143 *(42 of 50)*

Synopsis

B737 Captain reported climbing in response to a TCAS RA while on approach after GA traffic unexpectedly climbed into their flight path.

ACN: 2005877 *(43 of 50)*

Synopsis

Flight Instructor with student reported observing a NMAC between two other aircraft in the traffic pattern at a non-towered airport. The Instructor stated the aircraft that caused the NMAC later overflew the instructor's aircraft on final approach and then subsequently cut off the aircraft that was involved in the first NMAC.

ACN: 2005826 *(44 of 50)*

Synopsis

C182 pilot reported an NMAC during initial climb with a non-reporting opposite direction landing aircraft. Pilot executed an evasive maneuver to avoid a collision.

ACN: 2005812 *(45 of 50)*

Synopsis

C172 Flight Instructor reported a NMAC event during landing pattern training when an aircraft entered pattern and joined into the number one position for landing. The Flight Instructor executed an evasive maneuver to avoid a collision.

ACN: 2005274 *(46 of 50)*

Synopsis

A TRACON Controller reported a departing aircraft turned the wrong way on initial climbout and into the path of a departing air carrier from an adjacent runway.

ACN: 2005226 *(47 of 50)*

Synopsis

GA pilot reported an NMAC event during final approach landing due to the loss of traffic to follow. Pilot executed an evasive maneuver and was re-sequenced for landing.

ACN: 2004903 *(48 of 50)*

Synopsis

Flight Instructor reported an NMAC during landing pattern training. The Instructor and Student mistakenly identified the incorrect traffic to follow which resulted in the flight crew executing an evasive maneuver until flight was resequenced for another approach.

ACN: 2004605 *(49 of 50)*

Synopsis

EC135 Captain reported an NMAC occurred with a regional jet while in cruise flight. The Captain went around and proceeded to land without further incident.

ACN: 2004586 *(50 of 50)*

Synopsis

Musketeer 23 Pilot reported a NMAC event during landing pattern entry when a regional jet flew 300 feet above and separated away. After landing, the pilot discovered the audio panel volume had been turned down.

Report Narratives

ACN: 2014874 *(1 of 50)*

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.

ACN: 2011304 *(2 of 50)*

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.

ACN: 2011202 *(3 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : N90.TRACON
State Reference : NY
Altitude.MSL.Single Value : 4000

Environment

Weather Elements / Visibility.Visibility : 10
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : N90
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 : Cruise
Airspace.Class B : LGA

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class B : LGA
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 : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2011202

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.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

Captain (CA) Pilot Monitoring (PM), First Officer (FO) Pilot Flying (FO). While turning left to join the Hudson River south about 4 miles north of the George Washington Bridge level at 4,000 ft., a black diamond shaped UAS/Drone passed about approximately 100 feet above the aircraft. The encounter was immediately reported to N90 Approach with a description of shape and color.

Synopsis

Air carrier Captain reported a near miss with a UAS while on approach to LGA airport. Captain reported the event to ATC.

ACN: 2010998 *(4 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 12
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Government
Make Model Name : Super King Air 350
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1550
Experience.Flight Crew.Last 90 Days : 29

Experience.Flight Crew.Type : 1200
ASRS Report Number.Accession Number : 2010998
Human Factors : Communication Breakdown
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
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Narrative: 1

Flying VFR from ZZZ1 to ZZZ. Approaching from the northwest I heard on GUARD (Which I try to monitor as much as possible) "KingAir will be doing approaches at ZZZ 15 miles out". At this time I was also listening to ZZZ CTAF XXX.X, I made position reports at 5 miles and as we entered the downwind for Runway XX. I thought I heard KingAir at others times but was mixed with UNICOM chatter, that was when I realized that the KingAir pilot was ONLY listening and transmitting on Guard, and, that none of the other pilots in the pattern were hearing her because they were not monitoring Guard. I assumed that were still a few miles out and entered downwind, and announced position on UNICOM. As I turned left base, we saw the Kingair on low final, in a collision course as I rolled out of the left turn I had critical decision to make and executed a hard right turn as that would put me on the KingAir's tail as it went by me. I called out on UNICOM that we were "diverting for King Air" and recovered to level flight and got lined up for Runway XX again, and landed uneventfully. I heard the other pilots on UNICOM commenting that the KingAir was not talking on the frequency, they were bewildered. I hope this helps someone. I have learned that if I hear a KingAir flight, I will just avoid the whole area until they are done.

Synopsis

Navion pilot reported having an NMAC with NORDO King Air on final requiring evasive action to avoid a possible collision.

ACN: 2010706 *(5 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : N90.TRACON
State Reference : NY
Relative Position.Angle.Radial : 010
Relative Position.Distance.Nautical Miles : 5
Altitude.MSL.Single Value : 3500

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : N90
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 : Direct
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Flight Phase : Hovering (UAS)
Airspace.Class E : ZZZ
Configuration (UAS) : Multi-Rotor
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 Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 2300
Experience.Flight Crew.Last 90 Days : 160
Experience.Flight Crew.Type : 330

ASRS Report Number.Accession Number : 2010706
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

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 : 100
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

Established in cruise while returning from a to visit an airport restaurant. Mostly clear skies with 10+ miles of visibility and mostly calm winds. While at 3,500 feet and cruising eastbound at approximately 140 KIAS, the pilot flying remarked "what is that? Is that a plane?". He was looking forward and pointed to the 11 o'clock position off our nose. I quickly scanned both onboard TCAS systems and did not observe any traffic targets depicted. I then checked ForeFlight on my phone which was synced to a GPS device and also did not observe any traffic. I then clearly observed a white quadrocopter drone pass off our left wing and within approximately 100 feet of the aircraft. Given our speed, we initially thought the drone was traveling westbound, however it was more than likely stationary as we flew past. The event occurred so quickly, there was no time for any evasive action to be initiated. The visibility was good and we clearly observed this small white drone with four rotors and a small camera suspended from the center of the device. We immediately radioed this in to NYC TRACON who was providing us flight following at the time, making our best effort to give a traffic advisory for any other aircraft in the area. Upon arrival at our destination airport, we made contact with TRACON via phone to provide further details.

Synopsis

General aviation pilot reported a near miss with a UAS while in cruise flight. The reporter stated they did not take evasive action and contacted the TRACON upon arrival.

ACN: 2010692 *(6 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility.Visibility : 8
Light : Daylight
Ceiling.Single Value : 3000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 2
Flight Phase : Takeoff / Launch
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 7832
Experience.Flight Crew.Last 90 Days : 110
Experience.Flight Crew.Type : 3542

ASRS Report Number.Accession Number : 2010692
Human Factors : Distraction
Human Factors : Workload
Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Conflict : NMAC
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
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 was flying VFR returning from the ZZZ1, and was cleared for the visual approach to Runway XX at ZZZ. The controller cleared me for the downwind to Runway XX then she cleared me to turn base and then I was cleared to land on Runway XX. After crossing the threshold of Runway XX I saw a jet taking off on Runway XY. I fly over the top of the departing aircraft and landed without incident on Runway XX. There was substantial weather in the vicinity of the airport included lightning and it was in the best interest of my aircraft and passengers to land the airplane.

Synopsis

Pilot reported witnessing an aircraft departing from an intersecting runway while on final approach over the runway threshold. The pilot flew over the other aircraft and completed their landing.

ACN: 2010473 *(7 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : None
Airspace.Class D : ZZZ

Person

Location Of Person.Facility : ZZZ.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8
ASRS Report Number.Accession Number : 2010473
Human Factors : Distraction
Human Factors : Time Pressure

Human Factors : Workload
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

4 miles East of the field, I advised Aircraft X to make straight in for Taxiway 1. Aircraft Y was 4 miles northeast of the field and their initial instructions were to turn right and enter a midfield right downwind for spacing. Once I had adequate spacing I advised Aircraft Y to start their left to the downwind. Maybe 45 seconds to a minute later I realized they didn't start their turn, I advised them again to start their left turn and cleared them to land Runway XXR number 2 behind Aircraft Z. After Aircraft Z landed, I looked and saw Aircraft Y established in the downwind. I began talking to an aircraft holding short of Runway XXL and Aircraft X transmitted "that this Aircraft Z is about to hit us". That's when I noticed Aircraft Y had overshot XXR and XXL on their base turn. I would recommend a radar display at the CIC desk. Extra eyes on the radar could have helped me catch it and make a traffic alert.

Synopsis

A Tower Controller reported an aircraft overshot the final approach courses on their base turn resulting in an NMAC with a helicopter in the pattern.

ACN: 2010403 *(8 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : FNL.Airport
State Reference : CO
Altitude.MSL.Single Value : 5100

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : FNL
Aircraft Operator : Personal
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 : Takeoff / Launch
Airspace.Class E : FNL

Aircraft : 2

Reference : Y
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Flight Phase : Takeoff / Launch

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1340
Experience.Flight Crew.Last 90 Days : 168
Experience.Flight Crew.Type : 26
ASRS Report Number.Accession Number : 2010403
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Conflict : Ground Conflict, Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Vertical : 200
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Working with a student on short field take-off and landing training in the traffic pattern at FNL. Two aircraft were working the traffic pattern for Runway 33 with winds at 150/4, using Runway 33 per chart supplement guidelines as preferred runway for light winds. At approximately XA45, on the second or third pattern, on a short field climb out after touch and go, we noticed an opposite direction ADS-B return taking off on Runway 15 at FNL. The following aircraft in the traffic pattern aborted their touch and go take-off after noting take-off traffic in the opposite direction, an Aircraft Y. The opposite direction of traffic did not make any radio transmissions on taxi, take-off, or climb out. Due to runway slope and pitch on the short field climb out, the opposite direction traffic was not visually observed during our touch and go and climb out. Subject aircraft initiated take-off roll opposed to and underneath our aircraft. The following aircraft was able to visually note the opposite direction take-off and abort take-off and avoid the subject aircraft. There was no indication that the subject aircraft was aware of ongoing pattern operations, and simply took off on their chosen runway despite chart supplement operating guidelines for the airport, and made no radio calls during their entire local operation. Head-on collision with two aircraft was narrowly averted due to careless and negligent operation by the subject aircraft.

Synopsis

Flight Instructor with student reported a near miss with an aircraft that was taking off on the opposite direction runway at a non-towered airport and was not making any radio transmissions.

ACN: 2010357 *(9 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : A11.TRACON
State Reference : AK
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 100
Light : Daylight
Ceiling.Single Value : 20000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : A11
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Airspace.Class E : A11

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Airspace.Class E : A11

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 : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1690
Experience.Flight Crew.Last 90 Days : 39
Experience.Flight Crew.Type : 128
ASRS Report Number.Accession Number : 2010357

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types

Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 200
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

Anchorage approach advised traffic, 12 o'clock and 3 miles, heading an altitude unknown. After searching for the traffic for approximately 15 seconds, and not seeing it, I made a heading change approximately 30 deg left. After rolling out about 10 seconds later, I saw the traffic on coming at what I would estimate to be 200 feet below, on a conflicting course with my flight path. I executed an immediate climb and turn to the right to gain, vertical and horizontal separation. I did not see the aircraft again, and reported that I had it and saw it, and was maneuvering to Anchorage approach. While the chances are there would not have been a collision had I not maneuvered, the other aircraft was not following the east side, overflight, published, altitudes, and was not using a transponder. While not required in that airspace, ATC did not have heading in altitude information on that target.

Synopsis

Pilot reported a NMAC that required evasive action to avoid a possible collision.

ACN: 2010282 *(10 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

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

Environment

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

Aircraft : 1

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

Aircraft : 2

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

Person

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2010112 *(11 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 4000

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : N90
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 2
Flight Phase : Descent
Flight Phase : Initial Approach
Airspace.Class B : EWR

Aircraft : 2

Reference : Y
ATC / Advisory.TRACON : N90
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Airspace.Class B : EWR

Person : 1

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 : 2010112

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
ASRS Report Number.Accession Number : 2010111

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft TA
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 400
Were Passengers Involved In Event : N

When Detected : In-flight
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

TCAS RA. On a vector to TEB after the JAIKE4 arrival. We were level at 4,000 ft. on a heading. ATC advised of traffic at 1 to 2 o clock at 3,500 ft. Both crew in our aircraft had positive contact with the traffic. ATC told us to maintain visual separation. We were. We maintained visual contact at 4,000 ft. As the other aircraft approached us from right to left, the TCAS showed they were -05 (500 ft. below) but as they were directly below us, it changed to -04 (400 Feet below). Our altitude was verified at exactly 4,000 ft. at this point. TCAS RA told us to maintain altitude. We did. As they passed underneath, both crew maintained visual. We notified ATC. Suggestions: A vector from ATC

Narrative: 2

While on the JAIKE 4 Arrival we descended and leveled off at 4,000 feet as instructed by ATC. Traffic was called at 2 o'clock and 3,500 feet. We received a TA, that called 'traffic'. Both the pilot monitoring and I had a visual on the traffic. Then we received an RA, 'maintain altitude'. the traffic passed underneath without incident. Suggestions: A vector possibly.

Synopsis

Flight crew reported a NMAC that required compliance with a TCAS RA after ATC had previously pointed out the traffic.

ACN: 2009592 *(12 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : FBO
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Mission : Training
Flight Phase : Climb
Airspace.Class D : FAR

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Airspace.Class D : FAR

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
ASRS Report Number.Accession Number : 2009592
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 : 0
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On the go-around we were told by ATC to fly direct to ZZZ, climb 3,000. We turned to the left to fly towards ZZZZZ for the missed and on climb out there was another aircraft doing a right teardrop for the left downwind for Runway XX into ZZZ1. As we climbed we got about 300 feet vertical separation. They called up and we proceeded to drop down to 500 feet below them until we were past them. I believe it was due to lack of proper communication between the 2 aircraft and lack of communication between me and the student. I should have told them to maintain traffic pattern altitude until we were past the aircraft then went up to 3,000. In the future I need to communicate with my student and traffic in the area about our intentions.

Synopsis

Flight Instructor with student reported a NMAC during departure with an aircraft that was entering the traffic pattern at a nearby airport.

ACN: 2009366 *(13 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BNA.Airport
State Reference : TN
Altitude.MSL.Single Value : 4000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : BNA
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 : Descent
Route In Use : Vectors
Airspace.Class C : BNA

Aircraft : 2

Reference : Y
ATC / Advisory.TRACON : BNA
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 : Descent
Route In Use : None
Airspace.Class E : BNA

Person

Location Of Person.Facility : BNA.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 13
ASRS Report Number.Accession Number : 2009366
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC

Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Aircraft X was descending on the downwind for BNA and the controller saw and issued VFR traffic, Aircraft Y according to ADS-B, that was at 4500 ft. The controller then handled other situations in his airspace and then Aircraft Y descended into Aircraft X and got VERY close. Aircraft X was at 4,000 feet when Aircraft Y descended right through his altitude right beside him. Yes, traffic was called. Yes, the VFR was legally outside the Class Charlie. This was legal and VERY dangerous. This happens constantly. We need to get a wider, taller, controlled airspace otherwise the VFR traffic is just going to worse and worse and eventually something bad will happen. We need a Class BRAVO ASAP!!!

Synopsis

BNA TRACON Controller reported a conflict between an air carrier on downwind and a VFR aircraft not in communication with TRACON.

ACN: 2009325 *(14 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Altitude.AGL.Single Value : 400

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : 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 : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Person : 1

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

Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 400
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 2009325
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Student
Experience.Air Traffic Control.Supervisory : 19
Experience.Flight Crew.Total : 130
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 130
ASRS Report Number.Accession Number : 2009014
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Automation : Aircraft Terrain Warning
Detector.Person : Flight Crew
Miss Distance.Horizontal : 30
Miss Distance.Vertical : 20
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

A student solo pilot at a local flight school at ZZZ did not have clearance to turn base for runway XXR at ZZZ. My student was flying Aircraft X on a 3-mile final. At 2-1 nm remaining I noticed Aircraft Y turning base and descending straight toward us. Aircraft Y was coming at us incredibly fast. We were slowing to 65 knots to configure to land. The ZZZ Tower Controller did not intervene. The Tower Controller should have told Aircraft Y to

continue downwind as they were not cleared to turn base or land. The Tower Controller did not realize that this was happening and I took to preventative action. I was forced to nose-dive us toward the ground to maintain limited visual separation from both Aircraft Y and the ground. I descended to approximately 100 agl above houses and trees to avoid being t-boned by Aircraft Y, which came less than 50 ft from hitting us. I had about 3 seconds to prevent the accident from happening. My student was flying Aircraft X at the time, it was their 3rd flight ever. As this was happening, I called on Tower frequency "Aircraft X, there's traffic right on top of us." The Tower Controller then told Aircraft Y to go around. Aircraft Y did not immediately go around and continued to descend for another 5-10 seconds. Another instructor from my school was holding short of XXR in the Runup and watched it all happen from the ground. After landing, I contacted Tower on frequency to notify them how serious the near miss was. I told them: "the near miss was less than 50ft from hitting us. This forced us to nose dive toward the ground." The Tower Controller replied, "roger, what was the tail number of the aircraft?" I told them Aircraft Y, which is from a local flight school. The pilot of Aircraft Y then responded: "I went around", demonstrating they did not comprehend the severity of the situation. I reported this with my school, and called the other school and left a message. I later called the Tower directly after landing, and they notified me that the student's instructor called to apologize to Tower.

Narrative: 2

At around XA:00 I was on the upwind for XXR. ATC asked to change to runway XXL. I told them I was unable. (Club rules no solo student pilots are allowed to do pattern work on XXL). I was then told to continue my right closed traffic on XXR. I flew my downwind and started descending abeam my touchdown point. Before turning base, I always look for traffic on final or base to follow. I did not see any so I turned base. I was cleared for the option number 2 following an aircraft on final. I repeated my landing clearance back to ATC and told them that I did not have the traffic in sight. I had to turn final so that I did not interfere with the approach for XXL. ATC told me to go around so I climbed and offset to the north.

Synopsis

Flight Instructor reported a NMAC with another aircraft while on final approach during a training flight with a student.

ACN: 2009324 *(15 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : PAN.Airport
State Reference : AZ
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 50
Light : Daylight
Ceiling.Single Value : 30000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : PAN
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Takeoff / Launch
Route In Use : Direct
Airspace.Class G : PAN

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : PAN
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 Phase : Final Approach
Airspace.Class G : PAN

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1472
Experience.Flight Crew.Last 90 Days : 6
Experience.Flight Crew.Type : 1303
ASRS Report Number.Accession Number : 2009324

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
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 75
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While taxiing back to Runway 24 at PAN for departure, I was monitoring CTAF. Multiple aircraft were at the airport and in the vicinity. I noted 1 in the pattern, and 3 approaching the pattern from various distances and direction, I was forming a mental picture. One aircraft, Aircraft Y, was approaching from the south for Runway 24 which is preferred and was the runway in use. Aircraft Y had announced that he planned to enter right downwind for Runway 24. I had announced I was taxiing to Runway 24 for runup. As I completed my runup, I turned landing, taxi, and strobe lights on and announced that I was taking Runway 24 for departure to the west. Aircraft Y announced he was turning right base for Runway 24. I checked final was clear and began my takeoff roll. Just as I lifted off the runway, Aircraft Y announced turning final for Runway 24. PAN has a noise abatement procedure to turn right 30 degrees after departure. I started that turn early to avoid houses. As I was in the right turn, Aircraft Y appeared from behind the nose of my aircraft, just below and to my left, short final for Runway 6. On the video I could see that I immediately reacted to avoid a collision with a right turn, but due to closure rates this would have been inadequate. I also immediately warned on CTAF "aircraft on short final, you're wrong way! wrong way!" and then warned "traffic in Payson, caution, there's a wrong direction aircraft over the runway". The pilot of the other aircraft announced he was turning to the left away from the runway, which would have put him into conflict with the right-hand traffic pattern of Runway 24. Later analysis on FlightAware showed he turned to the south, his right, away from the pattern. He also confessed he got turned around and apologized. Had I not turned early for the noise abatement, and had I not been light that day (no passengers), I'm convinced we would have collided head-on and I'd have never seen him. The event was captured by my GoPro, which is also connected to cockpit audio. I am equipped with WAAS GPS and ADS-B in and out and did not receive a traffic alert. Upon reflection, a clue might have been, coming from the south, that he did not announce that he would be crossing midfield to enter downwind. Additionally, I will now be more cautious to either visually or through ADS-B traffic confirm aircraft are where they say they are and consider that there could be aircraft not talking or on the wrong frequency.

Synopsis

Pilot reported taking evasive action during departure from a non-towered airport to avoid a near midair collision with a landing aircraft that turned the wrong way over the active runway.

ACN: 2009309 *(16 of 50)*

Time / Day

Date : 202306

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 7
Light : Daylight
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 : None
Mission : Training
Flight Phase : Takeoff / Launch
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Training
Flight Phase : Initial Approach
Airspace.Class G : 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 : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 580
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 540
ASRS Report Number.Accession Number : 2009309
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
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Had just departed runway XX @ ZZZ. 3-4 other airplanes in the pattern properly making traffic calls. After a touch and go landing we made an "upwind of runway XX" call. I noticed on our ADS-B-IN system, an aircraft with a head on trajectory about 3 miles South, but due to the haze, did not have the aircraft in sight. I advised my student to turn crosswind and made the call to CTAF "on crosswind for runway XX". There were two other aircraft doing simulated instrument approaches. Piper Archer decided to practice a RNAV XY, circle to land. I did not hear a circling or joining downwind call from the Archer. My ADSB indicated this was the aircraft inbound circling, and I was vigilantly visually searching for this aircraft as we were climbing. At about 500 feet laterally, I saw we were on an imminent collision path with the Archer. I took the controls from my student and pitched up significantly to avoid collision. We passed above at about 200 feet. I then asked on CTAF why they did not make a call about joining the downwind on a straight in and expressed how dangerous the situation was. Their response was that they had made an approach call some 8 miles out and "were on a checkride and had to circle within 1.3 miles of the airport". We promptly left the area.

Synopsis

Flight instructor with student reported taking evasive action to avoid a near midair collision in the traffic pattern at a non-towered airport.

ACN: 2009298 *(17 of 50)*

Time / Day

Date : 202206
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : SR20
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff / Launch
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Cessna 180 Skywagon
Crew Size.Number Of Crew : 1
Flight Phase : Takeoff / Launch
Flight Phase : Initial Climb
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 410
Experience.Flight Crew.Last 90 Days : 65
ASRS Report Number.Accession Number : 2009298
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
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 150
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

A near mid air collision was avoided by a small margin. My student and I took off of Runway XXL at ZZZ and complied with noise abatement procedures and stayed in right traffic North of the field since the Tower was closed. There was a second aircraft that took off behind us (a Piper Archer) and a third one (a Cessna 180). We began our cross wind turn at 2,000 ft. as we continued on our crosswind leg, it was time to begin to turn to the downwind and subsequently level off. At the same time I looked at my ADS-B in data displayed on my iPad in front of me and it was blinking in red. The Cessna turned crosswind inside of our pattern and it was headed directly towards us, while the Archer who was number 2 behind us was following us. There is no way for my student to have seen the traffic since they were sitting on the left seat. I took controls from my student and immediately began a rapid descent. The collision was avoided by approximately 150 ft. I called the aircraft on the CTAF and they did not respond. I took the landing from my student and the flight continued without further consequences.

Synopsis

SR20 Flight Instructor reported being cut off during the turn to downwind by a trailing aircraft that turned crosswind in front of the Instructor and Student. The Instructor took evasive action to avoid a collision.

ACN: 2009296 *(18 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : OKV.Tower
State Reference : VA
Relative Position.Distance.Nautical Miles : 3
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : OKV
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 : None
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class G : OKV

Aircraft : 2

Reference : Y
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Final Approach
Airspace.Class G : OKV

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Air Traffic Control.Supervisory : 19
Experience.Flight Crew.Total : 170
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 170
ASRS Report Number.Accession Number : 2009296
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
Detector.Automation : Aircraft Other Automation
Miss Distance.Vertical : 400
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

The event happened during a practice flight in my aircraft. The purpose of the flight was to practice some checklist items subsequent to me finishing my instrument rating, and to help my instructor maintain instrument currency. The flight took place with my instructor (who at the time was not formally providing instruction) flying using a view limiting device from the right seat and me sitting in the left seat acting as safety pilot and pilot monitoring. We were practicing the ILS 32 approach to OKV in VMC conditions. We made numerous traffic calls, and at times would break off the practice to allow incoming traffic that was faster to come in without having to go around us. We heard among others a single radio call from Aircraft Y reporting a position near the field, and we determined that they would be no factor. We continued the approach and I continued looking for traffic. We then saw a ADS-B return from Aircraft Y very close to our position, and we immediately began looking for the traffic, and taking evasive action by side stepping to the right. At the same time, a friend in an aircraft on the ground made a radio call warning us that it appeared that Aircraft Y was "right on top of us" and to break off. We then observed Aircraft Y make several erratic maneuvers directly over the airport at or about traffic pattern altitude including a right (non standard) pattern, and an erratic entry to reenter the left downwind for Runway 32. At least one other aircraft had to take evasive action. After we verified that we were clear of conflict, we called Aircraft Y on the radio but the pilot did not respond nor make any further radio calls. There were at least 3 other aircraft in the pattern or vicinity of the airport at this time. My instructor and I debriefed the incident and discussed the importance of situational awareness, communication in a busy pattern, and correct pattern entry procedures.

Synopsis

Pilot reported a near midair collision that required evasive action while practicing an instrument approach and observed the other aircraft fly erratically, causing other airborne conflicts within the traffic pattern.

ACN: 2009015 *(19 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 330
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling.Single Value : 3500

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Amateur/Home Built/Experimental
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Climb
Route In Use : None
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Route In Use : None

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2008742 *(20 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2200

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : RV-9
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
Route In Use : Direct
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : Cardinal 177/177RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Cruise
Airspace.Class E : ZZZ1

Component

Aircraft Component : Transponder
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 150
Experience.Flight Crew.Last 90 Days : 40
Experience.Flight Crew.Type : 40
ASRS Report Number.Accession Number : 2008742
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
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 : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I apologize if the form is filled out incorrectly. I was returning to ZZZ from a flight to ZZZ1 to drop off a friend because they were buying an airplane there. Upon returning to my home airport of ZZZ, I entered a left downwind on a 45-degree angle for Runway XX. When I entered the downwind, I was approximately 1 mile southeast of the airport. I straightened out my aircraft parallel to Runway XX-XY heading XXX at around 2200 ft. with approximately 1 mile of spacing between my plane and the runway. Within what felt like a split second, I caught a glimpse of a Cessna 177 approaching me from the front-right at approximately 2100 ft. I took evasive actions by turning sharp to the right and climbing but by the time I saw them, it would have been too late. Thankfully I was at the proper pattern altitude of 2200 ft. When I talked to them on the radio, they said that they did not know I was there until my plane cast a shadow over the cockpit. We were close enough that I could see the paint scheme, type of airplane, and tail number. Again, had I not been above them I believe we would have collided. When I was approaching the airport, I announced my position and intentions at 15 miles out, 10 miles out, 5 miles out, and 2 miles out. I also announced when I entered the downwind. They did not announce anything on the radio. Supposedly they just got off the radio with ZZZ Approach who should have warned them of traffic in the area. Either they did not do that, or they did not listen to their warning. Their ADS-B track showed them fly straight through the pattern at ZZZ and continue on. They were not joining the pattern nor had any intention of landing at ZZZ. I was able to gather myself and land safely without further incident. There are takeaways that I got from this. First, I want to check and make sure that my ADS-B Out is working correctly. I've already submitted for an ADS-B Out check from the FAA and will likely fly tonight or tomorrow and call the ZZZ Approach to verify that my ADS-B Out is working. If not, I will attempt to fix it immediately. Second, I am going to connect my headset to my iPad via bluetooth so that it will give me audible warnings when I am approaching other traffic. Had my iPad been connected to my bluetooth headset, I

would've heard it call out the approaching traffic. I don't like staring at my iPad while flying and at the time I was experiencing moderate turbulence that made it near impossible to see the iPad anyway. An audible warning could have helped prevent this near miss. Thankfully nothing bad happened and the pilot of the other aircraft was apologetic on the radio about the situation. I am alive and there are many lessons to be learned from this incident.

Synopsis

RV-9 Pilot reported an NMAC occurred with another aircraft while in the traffic pattern and performed an evasive maneuver to avoid collision. The Reporter announced position and intentions while at different distances from the airport and did not hear the other pilot announce anything on the radio.

ACN: 2008737 *(21 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

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

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Cruise
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : RV-8
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 794
Experience.Flight Crew.Last 90 Days : 178
Experience.Flight Crew.Type : 611
ASRS Report Number.Accession Number : 2008737

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 : 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

Plane we were flying, Aircraft X, was established in the downwind for Runway XX at ZZZ. Aircraft Y came in at a 45 directly aimed at our aircraft. Both flying traffic pattern altitude +/- 100 ft. of each other. We made multiple radio calls asking for the pilot to perform a 360 for spacing but Aircraft Y continued to fly downwind right above us, then veered to the left. For 30 seconds there was a risk of a collision. Aircraft Y refused to communicate with us or take corrective action to maintain safe spacing between aircraft. To prevent future occurrence the pilot in command of Aircraft Y should go through recurrent training with an emphasis on traffic pattern procedures and entry procedures.

Synopsis

C172 Flight Instructor reported an NMAC with another aircraft in the traffic pattern. The other aircraft refused to communicate and did not maintain safe spacing.

ACN: 2008612 *(22 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : SCT.TRACON
State Reference : CA
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : SCT
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
Nav In Use.Localizer/Glideslope/ILS : ILS 25L
Flight Phase : Initial Approach
Flight Phase : Cruise
Airspace.Class B : LAX

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class B : LAX
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 : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2008612
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
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 cleared for the approach 25L at LAX. I saw something go from front to right across my view close to the First Officer (FO) front to side windshield. The FO shouted something. I saw that it was illuminated. He described it as a small, self moving vehicle that was lighted with a white/green light. I thought it passed very close to the aircraft. The FO said it passed just outside our right wing. We were at FUELR intersection at 7,000 feet on the ILS 25L in VMC conditions with a cloud layer underneath. We reported the incident to ATC (SoCal approach). During post flight inspection, the right side if the aircraft looked normal.

Synopsis

Air carrier Captain reported a near miss with a UAS during initial approach into LAX airport.

ACN: 2008411 *(23 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : RNT.Tower
State Reference : WA
Altitude.MSL.Single Value : 1000

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : RNT
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : RNT

Aircraft : 2

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

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Air Traffic Control : Local
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 88
Experience.Flight Crew.Last 90 Days : 31
Experience.Flight Crew.Type : 88
ASRS Report Number.Accession Number : 2008411
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Training / Qualification

Communication Breakdown.Party1 : ATC
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
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On final for Runway 34, Student Pilot made a hazardous right turn into downwind traffic causing a separation issue with another aircraft in the pattern. Evasive action was taken.

Synopsis

Student pilot reported a NMAC with another aircraft in the traffic pattern after making a turn into the downwind leg causing a separation issue at a towered airport.

ACN: 2007983 *(24 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZMP.ARTCC
State Reference : MN
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 8500

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : 79C
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 : Initial Approach
Route In Use : None
Airspace.Class E : 79C

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ATW
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 : Final Approach
Airspace.Class D : ATW

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Air Traffic Control.Supervisory : 600

Experience.Flight Crew.Total : 1400
Experience.Flight Crew.Last 90 Days : 85
Experience.Flight Crew.Type : 120
ASRS Report Number.Accession Number : 2007983
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Miss Distance.Horizontal : 400
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was flying with a student at 3,000 ft. MSL just south of ATW airspace on an easterly heading when we made a turn toward our home airport of 79C to a southerly heading. After finishing the turn we saw Aircraft Y at relatively the same altitude to our right at approximately 400 - 500 ft. away on final approach into ATW. We were approximately 1 mile north of 79C lined up directly with the runway. I maintained visual contact and stayed clear of Aircraft Y's flight path until [it was] behind us.

Synopsis

Small aircraft Flight Instructor reported a NMAC while on approach to 79C while the other aircraft was on final approach into ATW. The two airports are in close proximity.

ACN: 2007969 *(25 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZTL.ARTCC
State Reference : GA
Relative Position.Angle.Radial : 090
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 600

Environment

Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 600

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : GRD
Aircraft Operator : Personal
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 : Personal
Flight Phase : Final Approach
Route In Use : Vectors
Airspace.Class E : GRD

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase : Takeoff / Launch
Airspace.Class E : GRD

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 620
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 110

ASRS Report Number.Accession Number : 2007969
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

IFR flight plan was filed from ZZZ to GRD. I was cleared for the 09 GPS approach GRD at 900 feet I got ground contact, a local school, at 800 feet I seen the runway environment. I attempted to call Greer [approach] with no response. My altitude was too low it was at this point when I got a traffic alert on my 500 TXI and GTN 750 GPS. I turned off the auto pilot and took control of the aircraft at 600 AGL I seen an aircraft. Coming directly towards. me estimated range 1 mile we both broke right I elected to clime, stay visually clear and in ground contact, circle to land, Runway 27 which was uneventful. Rechecking the AWOS upon landing. Current conditions, broken 600 feet winds variable at four. Upon landing, I spoke with two local pilots, one who completed an approach just before me. He seen the airplane taxi out for departure and attempted to call him on UNICOM to warn him of the other approaching aircraft. He was not able to get in contact with the pilot of the departing aircraft. The aircraft that departed without proper ATC clearance jeopardize safety! A call to Greer [approach] confirmed he did not have IFR clearance for departure.

Synopsis

Pilot reported a NMAC with another aircraft while on approach in IFR conditions to a non-towered airport.

ACN: 2007944 *(26 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Relative Position.Angle.Radial : 180
Relative Position.Distance.Nautical Miles : 3
Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling.Single Value : 60000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
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 : Cruise
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Air Taxi
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Cruise
Route In Use : None
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 252
Experience.Flight Crew.Last 90 Days : 115

Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2007944
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Automation : Air Traffic Control
Detector.Automation : Aircraft Other Automation
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 0
When Detected : In-flight
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

I was flying South along the ZZZ shoreline following the ZZZ VFR flyway and on flight following with ZZZ Approach. On my EFB I was able to see traffic at my same altitude approximately 7 miles South of my position flying toward me. I began to adjust my route to the right to avoid a convergence. As I adjusted right the aircraft approaching began turning more to the left, in other words turning toward me again. I made additional adjustments to the right, having to be careful of the city which was further to my right as I was now approaching the pier. However, the approach aircraft continued turning further left, persisting the potential conflict. It was at 5 miles separation that ATC alerted me to the traffic. I stated I did not have a visual but was looking for them. I continued using the ADS-B information in my EFB to maneuver to a flight path that would avoid the traffic but not send me into the city. As we approached 2 mile separation I received instructions from ATC to immediately turn left to 090. I complied immediately while also increasing to full-throttle and initiating an aggressive climb. In the turn now, belly up to the conflicting traffic, I finally caught sight of them as they were now making an aggressive left banking turn away from me with only about 500 ft. of lateral separation at at my same altitude from what I can tell. This is later backed up by viewing historical ADS-B data found online. I noted the tail number, Aircraft Y, which I later found to be registered to ZZZ flight school. Looking at the track of this flight and past flights for the same aircraft, it appears to be performing their "downtown flight". This incident highlights some key issues I feel should be addressed. Part 135 flights (which I would assume this to be based on the description on their website) using a highly congested and narrow VFR flyway for such operations seems inherently dangerous especially on busy weekend mornings. Had the other aircraft been in contact with ATC I believe this situation would not have occurred. Again for a commercial flight operation to be conducted in this space without contact with ATC seems exceptionally irresponsible. The other pilot's failure to properly yield to the right for head-to-head traffic persisted the conflict resulting in the near miss. The VFR flyway does not provide any form of separation (altitude or lateral path) for traffic moving in opposite directions. If different altitudes were specified for northbound vs southbound

traffic or different tracks were provided I believe it would make this flyway safer. There is no common traffic frequency in this area. If, like on the Hudson River corridor route in New York, pilots were required to make position reports, perhaps on a common frequency or to ATC, it could again make this flyway safer. Fortunately, between I and ATC we were able to resolve the conflict without a tragic incident. I'm personally frustrated that a flight school operation is conducting commercial flights such as these in what I consider to be an unsafe and irresponsible fashion.

Synopsis

Pilot reported efforts to avoid traffic resulted in taking evasive action and a NMAC.

ACN: 2007916 *(27 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 400

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 11000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Final 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 : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 105
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 88
ASRS Report Number.Accession Number : 2007916
Human Factors : Situational Awareness
Human Factors : Confusion

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I'm a new private pilot and was returning home after numerous weather delays. As I made my calls on the CTAF, I could hear one other plane doing laps in the pattern. I noted what runway he was using, realized there would be plenty of spacing between me and him, and announced that I'd be making a straight-in approach. On final, at about 400 ft. AGL, I saw him pass almost directly above me, 400-500 ft. higher than me, climbing out. I realized I was approaching from the wrong direction and flew away from the pattern before rejoining it and landing the correct direction. Early in my training I often mixed up the two ends of the same runway. I don't know why. I practiced runway directions a lot and got comfortable with the numbering system. However, in a moment when I was eager to get home and wanted to make a simple, straight-in approach, I reverted to an old habit and reversed the runway numbers.

Synopsis

Pilot reported mistakenly lining up for the wrong runway on final approach causing a NMAC with an aircraft already in the pattern.

ACN: 2007915 *(28 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 1100

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : None
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Flight Phase : Landing
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 900

Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 600
ASRS Report Number.Accession Number : 2007915
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 2000
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

On final: Aircraft #2 behind me, Aircraft #1 did not initiate enough space which resulted in Aircraft #2 executing a go around. Aircraft #1 was doing a touch and go and Aircraft #2 did not side step enough for adequate space on their go around resulting in Aircraft #1 having to deviate. On downwind: Aircraft number #1 was on a right base for Runway XXR while Aircraft #2 was in the right downwind inside of aircraft #1's pattern. Aircraft #2 failed to see Aircraft #1 which resulted in #2 flying over #1 at a height of 200 feet above #1. #1 initiated a rapid descent to avoid collision.

Synopsis

Flight Instructor reported an NMAC during landing pattern training which required an evasive maneuver to avoid a collision with the trailing aircraft.

ACN: 2007887 *(29 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : C90.TRACON
State Reference : IL
Altitude.MSL.Single Value : 6500

Environment

Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 7
Ceiling.Single Value : 9000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : C90
Aircraft Operator : Government
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.Other
Flight Phase : Cruise
Airspace.Class B : ORD

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class B : ORD
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 : Government
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 5000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 2200
ASRS Report Number.Accession Number : 2007887

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 : 200
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

While orbiting at 6,500 ft. MSL on operational Mission over Aurora, IL (Class B above 4,000 ft. MSL), Pilot In Command (PIC) observed small drone pass left side of aircraft. The drone passed front to rear approx 100 ft. below and 200 ft. off left wing, was 2-3 feet in diameter, and was black with orange fuselage. PIC initially thought it was a bird or mylar balloon, bit then noticed reflective orange color and observed mechanical quadcopter shape as it passed. PIC reported it to controlling agency O'Hare Departure, who asked for a description and then issued several warnings to other aircraft flying in the area.

Synopsis

Government pilot reported a near miss with a UAS while orbiting in Class B airspace.

ACN: 2007859 *(30 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 800

Environment

Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 11000

Aircraft : 1

Reference : X
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : Visual Approach

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
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 : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1500
Experience.Flight Crew.Last 90 Days : 130
Experience.Flight Crew.Type : 700
ASRS Report Number.Accession Number : 2007859
Human Factors : Troubleshooting

Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
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
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

Private pilot flight instruction, flying Runway XX closed traffic for landing practice. Turning final for Runway XX we noticed a low wing aircraft on the departure leg climbing out for Runway XY, opposite the traffic pattern being used by our aircraft and one additional aircraft, and approx 500 feet away from our aircraft. Low wing aircraft was not heard to make a call prior to departing Runway XY. Our aircraft sidestepped to the left to avoid the plane and made a radio call announcing our maneuvering; and that we were in the pattern for Runway XX. No response was heard from the low wing aircraft. We were able to regain centerline and make a safe landing on Runway XX approx midway down the runway.

Synopsis

Flight Instructor reported an NMAC event during landing pattern training at a non-towered airport with an opposite direction departure aircraft that was not communicating. Flight instructor executed an evasive maneuver to avoid a collision and continued to a safe landing.

ACN: 2007673 *(31 of 50)*

Time / Day

Date : 202306

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
ATC / Advisory.Tower : SFO
Aircraft Operator : Air Carrier
Make Model Name : Airbus Industrie Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Final Approach
Airspace.Class B : SFO

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : SFO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Flight Plan : IFR
Nav In Use : FMS Or FMC
Flight Phase : Final Approach
Airspace.Class B : SFO

Component

Aircraft Component : FMS/FMC
Aircraft Reference : X
Problem : Malfunctioning

Person

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 : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Last 90 Days : 142

Experience.Flight Crew.Type : 2084
ASRS Report Number.Accession Number : 2007673
Human Factors : Confusion

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Other / Unknown
Anomaly.No Specific Anomaly Occurred : Unwanted Situation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Airport
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Chart Or Publication
Primary Problem : Aircraft

Narrative: 1

This is the second time I have been the pilot monitoring for the 28L Tip Toe visual approach. For the second time, the aircraft overshot 28L final and tracked the inbound course lined up almost halfway in between runways 28L and 28R. Had I not had the aircraft in front of us in visual contact and the aircraft flying 1/4 mile in front of us, it would have resulted in a near mid-air collision. I have also been the pilot monitoring on the FMS Bridge Visual to 28R while another aircraft was flying the RNAV Visual to 28L. That aircraft also crossed centerline and came within 100 ft. of a mid-air collision. I have never had this happen while flying the Tip Toe and intercepting the localizer course - only while intercepting the RNAV course. This RNAV approach is a safety threat and I will no longer fly it or allow my First Officer to fly it.

Synopsis

Air carrier Captain reported the aircraft overshot final as it tracked the inbound course lined up almost halfway in between SFO runways 28L and 28R during the RNAV approach. This led to a potential NMAC with the aircraft ahead.

ACN: 2007253 *(32 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : Mixed
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 3000

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb

Aircraft : 2

Reference : Y
ATC / Advisory.Center : ZZZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Air Traffic Control : Enroute
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 2007253
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Undershoot
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Level 10,000 ft., talking to ZZZ center. ATC issued climb to 11,000 ft. : we initiated a climb and noticed climbing traffic 400 ft. above us. I stopped the climb and before First Officer could query ATC we received a 1500 FPM descending RA. We followed the TCAS guidance and notified ATC. We cleared conflict at approximately 9300 ft. MSL. We climbed to 10,000 ft. MSL and received a further climb clearance from ATC. No further events. Atc should not have issued a climb.

Synopsis

B737-800 Captain reported an NMAC when climbing in accordance with an ATC clearance. The Captain noticed climbing traffic above them while in their climb and followed their TCAS RA solution to descend, then notified ATC. The flight returned to their original altitude, then again received further climb clearance from ATC.

ACN: 2007198 *(33 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 3
Altitude.AGL.Single Value : 200

Environment

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

Aircraft : 1

Reference : X
Make Model Name : Small UAS, Multi Rotor
Crew Size.Number Of Crew : 1
Airspace.Class D : ZZZ
Weight Category (UAS) : Micro
Configuration (UAS) : Multi-Rotor
Flying In / Near / Over (UAS) : No Drone Zone
Flying In / Near / Over (UAS) : Moving Vehicles
Flying In / Near / Over (UAS) : Crowds
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Aircraft : 2

Reference : Y
Aircraft Operator : FBO
Make Model Name : Helicopter
Mission : Passenger
Flight Phase : Takeoff / Launch
Route In Use : None
Airspace.Class D : ZZZ

Person

Location Of Person.Other
Reporter Organization : FBO
Function.Other
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 5500
ASRS Report Number.Accession Number : 2007198
Analyst Callback : Attempted

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2006905 *(34 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : HPN.Tower
State Reference : NY
Altitude.MSL.Single Value : 1500

Environment

Weather Elements / Visibility.Visibility : 10

Aircraft : 1

Reference : X
ATC / Advisory.Tower : HPN
Aircraft Operator : Corporate
Make Model Name : Medium Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb
Route In Use.SID : HPN7
Airspace.Class D : HPN

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class D : HPN
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 : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 15800
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 2006905
Human Factors : Workload

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

We departed Runway 34 from HPN, on the HPN7 departure, which calls for a 295 heading after reaching 1,000 ft. Around 1,500 ft., still in the turn, I caught at the right front windshield, a black square form flying for what I thought was parallel to the runway 343 heading from the runway course, at about 100 ft. to our right and about our same altitude. I made a positive pull, although not dramatic because the object was staying well to our right and by now, below our trajectory. I asked co-Captain to report it to ATC, which she did right away. ATC queried us further about the color, altitude and position of the drone.

Synopsis

Corporate Captain reported a near miss with a UAS while they were on initial climb.

ACN: 2006896 *(35 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Relative Position.Angle.Radial : 260
Relative Position.Distance.Nautical Miles : 0.2
Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : Marginal
Weather Elements / Visibility.Visibility : 7
Light : Daylight
Ceiling.Single Value : 3000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Golden Eagle 421
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry / Re-Positioning
Flight Phase : Initial Climb
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Cessna 152
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Initial Climb
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor

Experience.Air Traffic Control.Supervisory : 69
Experience.Flight Crew.Total : 8700
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 3400
ASRS Report Number.Accession Number : 2006896
Human Factors : Time Pressure
Human Factors : Workload

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
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

Assessments

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

Narrative: 1

I was making an IFR departure from ZZZ to ZZZ1 from Runway XXL. A Cessna 152 was departing VFR from Runway XXR. The 152 was given take-off clearance first. Shortly thereafter, I was given take-off clearance, and I had the 152 in sight, apparently flying straight out as best as I could tell. After I took-off, the 152 seemed to make a slight left turn and crossed into my departure path. The departure procedure calls for a left turn after reaching 1400 ft., but I thought I might lose visual with the aircraft if I turned, so I continued a climb to at least 1500 ft., expediting, and my ADS-B display showed the 152 to be 100 ft. directly below me. I reported to the Tower that the 152 was 100 ft. below me and they responded with, "Roger."

Synopsis

C421 Pilot reported an NMAC during climb with the previous departure that had crossed the C421's departure path. An evasive maneuver was required to avoid a collision.

ACN: 2006648 *(36 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 4000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 1
Flight Plan : IFR
Flight Phase : Initial Climb
Route In Use : Vectors

Aircraft : 2

Reference : Y
Aircraft Operator : Government
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91

Person

Location Of Person.Facility : ZZZ.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Radar : 6
ASRS Report Number.Accession Number : 2006648
Human Factors : Confusion
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 1320
Miss Distance.Vertical : 100
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

ZZZ Tower Controller requested release for Aircraft X departing Runway XXR. Release was given turning left heading 200. There were no conflicts at that time. ZZZ Tower Controller apparently issued clearance to a helicopter departing ZZZ westbound. This created the first conflict of this scenario. Despite new instructions to turn Aircraft X north-east heading 050, ZZZ Tower Controller waited for Aircraft Y to out-climb departing helicopter traffic then proceeded with the left turn heading 200. This caused conflict with a flight of helicopters that were touring over the ZZZ area between 36 and 39 MSL. Aircraft X passed within 1/4m laterally and 100 feet vertically of Helicopter traffic. Before switching Aircraft X to me, ZZZ Tower Controller - of his own accord - issued continuing left turn direct destination ZZZZZ. On initial contact with me, Aircraft X complained of the near-miss saying, "that was really close." I informed the pilot that the continuing left turn would put him back into conflict with the flight of helicopters. Since Aircraft X was already established in the left turn, I asked for pilot preference. Pilot and I concurred that a right-hand turn direct ZZZ1 was best. Had Pilot requested to remain in the left-hand turn I would have issued a climb however, the right-hand turn alleviated potential conflicts without assigning an undesired climb which would have necessitated further coordination with ZZZ2. I worked at ZZZ as a contractor for eight years and cannot fathom why the Controller on duty there wouldn't simply hold the departing helicopter for thirty seconds to ensure there would be no conflict with the departing IFR traffic. Failing that, I cannot fathom why the amended climbout heading 050 was not issued. In the future I can only say that micro-managing ZZZ's Class-D may be necessary. It's easy to armchair-quarterback or suggest that all ZZZ Runway XXR departures should be issued heading 050 but I'm not in the habit of vectoring aircraft away from their filed course/destination when there are no traffic conflicts - until another Controller creates one. Contractors have the same responsibility to separate aircraft as FAA air traffic specialists. ZZZ Controller should be instructed to protect their departure corridor.

Synopsis

TRACON Controller reported Tower IFR release was transferred in conflict with Helicopter flight resulted in a pilot reported NMAC.

ACN: 2006621 *(37 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 850

Environment

Flight Conditions : Marginal
Weather Elements / Visibility : Rain
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 2006621
Human Factors : Workload
Human Factors : Time Pressure

Events

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

Assessments

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

Narrative: 1

My student and I were doing left patterns using Runway XX at ZZZ. On late downwind, we were told to follow traffic at 12 o'clock. We couldn't find that traffic and were told to make a 30-degree turn to the right. I informed Tower that such a turn would put us into the ZZZ1 bravo surface area in a few moments. Tower argued back and told us to just do the turn. We complied and as we were turning right, we spotted a white wing passing right below us. The traffic was, in fact, not at 12 o'clock but actually closer to 2-3 o'clock. Upon spotting the traffic, I grabbed the controls from my Student and told the Tower about the traffic. They told us to follow that traffic, #2, cleared for the option. I read that back, but informed Tower that we were continuing the right turn into a 270 back into the base leg as we did not have enough room to go left back to the base without clipping ZZZ1's surface. Upon hearing of our 270, I heard the Controller give an annoyed sigh on frequency and tell the traffic behind us to do a 360 for spacing. As we came out of the 270, we reacquired the original traffic that almost hit us. The spacing was much better now and we continued to land uneventfully. The ZZZ Tower has been critically understaffed for a long time. It is a contract Tower. They routinely have to work through long hours with no breaks and are often stressed and overwhelmed as a result. Mistakes and errors are extremely common now, including the spacing error described in this report. ZZZ needs a better Tower.

Synopsis

Flight Instructor reported an ATC assigned vector contributed to a NMAC and the need to conduct an evasive maneuver to avoid a collision while in the pattern at an airport with an overworked contract tower.

ACN: 2006608 *(38 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Relative Position.Angle.Radial : 270
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 9800
Experience.Flight Crew.Last 90 Days : 175
Experience.Flight Crew.Type : 550
ASRS Report Number.Accession Number : 2006608
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 0
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

We were on our second pattern at ZZZ Runway XX in left traffic just past midfield downwind when another aircraft (coincidentally the same type of aircraft as us) came into view from right to left same altitude directly ahead of us (perpendicular). I immediately took control of the aircraft and turned expeditiously to the right. There was no traffic call for us from the Tower Controller at all and the other aircraft took no invasive action as far as I could tell. I do not believe ZZZ local control (tower) has radar and I do not believe the Tower Controller knew how close we got to the other aircraft. I am estimating the distance to the other aircraft horizontally but it was close enough to read the tail number. Vertical distance was 0 ft (same altitude).

Synopsis

Flight Instructor reported an NMAC during landing pattern training when an aircraft crossed the landing pattern without any position calls or notification from ATC. Instructor executed an evasive maneuver to prevent a collision.

ACN: 2006592 *(39 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Relative Position.Angle.Radial : 048
Altitude.MSL.Single Value : 3325

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : 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 : None
Mission : Training
Flight Phase : Initial Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Beechcraft / Beech Aircraft Corp Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 664
Experience.Flight Crew.Last 90 Days : 227
Experience.Flight Crew.Type : 664
ASRS Report Number.Accession Number : 2006592

Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 75
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

My student and I were inbound from ZZZ1 on the RNAV X practice approach into ZZZ, as we were following glide slope I had caught traffic off our right side to the south and our traffic system popped up with an aircraft with no call sign or tail number and no altitude reporting in that sector. I had taken controls from my student and pulled back on the yolk to climb and a V tail Bonanza had flown directly under us crossing through the approach path. The pilot of the other aircraft was not on CTAF for ZZZ or on the practice area frequency and made no calls he/she was flying through the path. Information was found about altitude separation off the online service flight radar.

Synopsis

Flight Instructor reported a NMAC during landing training when an aircraft flew across the landing path. The Instructor took evasive action to avoid a collision.

ACN: 2006449 *(40 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : RIV.TRACON
State Reference : CA
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
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 : Passenger
Flight Phase : Climb

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

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 : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 2006449
Human Factors : Time Pressure

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 : Clearance
Detector.Person : Flight Crew
Miss Distance.Vertical : 200

When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

While northbound in March Approach Control, climbing through 7,000 ft., a white drone passed below the right wing with vertical separation less than 200 ft. There was no time to react. A report was made to ATC. No further action or consequences.

Synopsis

Corporate Captain reported a near miss with a UAS while they were climbing.

ACN: 2006311 *(41 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1600

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 : None
Mission : Training
Flight Phase : Landing
Flight Phase : Final Approach

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Flight Phase : Landing

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
ASRS Report Number.Accession Number : 2006311
Human Factors : Time Pressure
Human Factors : Workload

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 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

After performing a training flight with my student, we needed to do a few laps in the pattern to work on landings. The event occurred on what was going to be our last landing. In the downwind for Runway X at ZZZ and abeam the numbers, my student reduced power, added 10 degrees of flaps and began a descent. Right as we were about to turn base, I noticed an airplane flying directly towards us at what appeared to be a slightly lower altitude. The airplane was around 2 o'clock position flying in our direction, probably less than a mile away. I immediately took controls from my student and performed evasive action to escape the potential conflict. I immediately initiated a climb and then, once confirmed that the traffic passed below us, began a northwest bound turn to reenter the pattern on the 45 to downwind for Runway X. We were making radio calls for each leg of the pattern on CTAF. Either right before or during our evasive maneuver, I believe the other aircraft made a radio call that he was entering the downwind for Runway X. This was totally incorrect, as he never flew in the downwind and completely ignored the traffic pattern. After our evasive action was taken, the other airplane proceeded on an improvised base leg, flew past final, turned around and then rejoined final off of a right base. The other aircraft ended up passing within 200 FT below us. If we had not seen him or if I had not taken controls and stopped our descent, there could have been a conflict. With multiple airplanes in the pattern, it is unacceptable how this other airplane entered the pattern. The pilots of that plane exhibited very poor situational awareness.

Synopsis

Flight Instructor reported an NMAC during landing pattern training when another aircraft flew an improvised pattern entry which caused the Instructor to take evasive action to prevent a collision.

ACN: 2006143 *(42 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 4000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Approach
Airspace.Class B : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Plan : None
Flight Phase : Climb
Airspace.Class B : ZZZ

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 : 2006143
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Altitude : Overshoot
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

We were level at 4000 ft. around the ZZZZZ fix when ATC called "traffic at 12:30, 2 miles at 3,700 ft. and appears to be climbing." As the FO (First Officer) (Pilot Not Flying) responded to the call, we received a TCAS traffic then subsequent RA to climb. I executed an immediate climb. I observed the target get to -200 ft. with a climbing arrow. After, "clear of conflict," we descended back down to 4,000 ft. and performed the rest of the flight without issue. The FO stated he was close enough to see the guys face. Upon further investigating ADS-B information, we discovered the other aircraft was a Cirrus SR22, departed ZZZ flying to ZZZ1. Cause [was] apparent lack of awareness of Class B airspace shelves from the other aircraft. The other aircraft needs to know what the airspace limits are and why they are there.

Synopsis

B737 Captain reported climbing in response to a TCAS RA while on approach after GA traffic unexpectedly climbed into their flight path.

ACN: 2005877 *(43 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : AUN.Airport
State Reference : CA
Altitude.MSL.Single Value : 2500

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : AUN
Aircraft Operator : Personal
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 : Initial Approach
Route In Use : Visual Approach
Airspace.Class G : AUN

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : AUN
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 : Final Approach
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class G : AUN

Aircraft : 3

Reference : Z
ATC / Advisory.CTAF : AUN
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Flight Phase : Final Approach
Airspace.Class G : AUN

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Flight Engineer / Second Officer
Function.Flight Crew : Pilot Flying
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 : 671
Experience.Flight Crew.Last 90 Days : 90
Experience.Flight Crew.Type : 550
ASRS Report Number.Accession Number : 2005877
Human Factors : Training / Qualification
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
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
When Detected : In-flight
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

An aircraft entered the AUN pattern from ZZZ on a crosswind entry. There was an aircraft on the departure leg that Aircraft Y flew in behind and turned downwind. My Student and I were on a left 45, which we announced prior, and slowed down in order to provide spacing for the abrupt crosswind entry. The departure leg aircraft announced earlier they were staying in the pattern but instead had to depart and re-enter on the 45 entry behind my Student and I. We were now number 3 to land. Aircraft Y was in front of us and there was another Aircraft Z in front of him. The other Aircraft Z, number 1, turned base and then final. Aircraft Y then turned a tight left base and cut off Aircraft Z on final and entered a collision course. I radioed and let Aircraft Y know they cut someone off on final. They aborted their landing and continued straight ahead while Aircraft Z initiated a go around to avoid collision. Aircraft Y thanked me for the call and turned around, now on a right base headed directly for me, as I was now on left base and I had announced it before. I radioed him again letting him know my position and asked his intentions. He did not reply. We turned final and announced a touch and go. Aircraft Y had followed us on final and flown over us, entering a go around on top of us as we were now on the departure leg to stay in the pattern. I told him I didn't have him in sight and he said he had me in sight and turned a mid field left downwind. At this time he once again cut off the other Aircraft Z who had re-entered a left downwind to try and land after their go around. This was a good example

of why AC 90-66B should be enforced in the training curriculum at non towered airports. Non standard pattern entry can lead to dangerous situations such as this. The Aircraft Y pilot consistently enters a busy traffic pattern on a crosswind leg, which interferes with anyone on departure, final or on a 45 entry. I debriefed with my Student the mistakes that were made and the key points of AC 90-66B and how a predictable entry helps keep everyone safe.

Synopsis

Flight Instructor with student reported observing a NMAC between two other aircraft in the traffic pattern at a non-towered airport. The Instructor stated the aircraft that caused the NMAC later overflew the instructor's aircraft on final approach and then subsequently cut off the aircraft that was involved in the first NMAC.

ACN: 2005826 *(44 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 350

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Skydiving
Flight Phase : Initial Climb
Route In Use : None
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
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 : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1250
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 2005826
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Vertical : 100
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

After picking up my load of jumpers for the day, I announced over CTAF that I was taxiing from the North hangars to Runway XX. While taxiing, I noted the windsock and the weather broadcasting system indicated a direct crosswind out of 090. I knew the wind had been favoring Runway XX through the day and continued the long taxi to XX instead of taking runway XY. After finishing my before-takeoff-flow, I announced a departure from XX with jumpers. I checked XX's final approach and the runway for traffic. Once we lifted off, I wiggled my butt in the seat, climbed out at Vy, and watched for my landing options should an emergency occur (as I always do in any plane). While on the ground and take-off roll, I did not specifically look for traffic coming into Runway XY. And I cannot see over the aircraft nose during initial climb out. As I climbed through approximately 300-400 ft. AGL movement caught my eye and I saw a Cessna 172 in the right bank under me, turning to the West. I recognized the rental aircraft from the FBO and called the tail number over the radio "are you on the radio?" No response. I double checked that I was on the CTAF. I was. As I climbed up and around the airport, I heard the 172 call final for XX, watched as they did a touch and go, and then as they turned into right traffic (not standard) for Runway XX. Perplexing behavior. After completing the jump run and starting my descent back to the airport, I called the UNICOM for a radio check. The person in the FBO said I was loud and clear and that they had heard all my radio calls. On the ground, witnesses in the FBO said they did not hear the 172s radio calls, but did hear mine. When I first saw the aircraft pass under me, I thought they had been on a left base. Witnesses on the ground said they had been on final and had turned to avoid me. When I talked to the pilot of the 172, they did not describe how the near miss happened from their perspective. They only discussed the radio communication/lack thereof. They said their headset was new and that they had made 5 and 2 mile radio calls. They also said they entered on a left base, not on a left downwind when entering the pattern. They downplayed the situation and said that "we weren't that close, maybe 200" implying that it was fine. They said they didn't hear any of my radio calls. I asked if they were on the right frequency. They said they were. They had just come from another airport where they had dealt with a flat tire and they heard the radio calls clearly. In retrospect, having noted the direct crosswind and the possibility for use of either runway, I should have intentionally

looked for traffic in the pattern for the other runway. I should always do that, regardless of the winds. I can not know if I heard the complete truth from the 172 pilot. Perhaps they were not using push-to-talk when they thought they were. Perhaps the long day waiting for a tire change had made them frazzled.

Synopsis

C182 pilot reported an NMAC during initial climb with a non-reporting opposite direction landing aircraft. Pilot executed an evasive maneuver to avoid a collision.

ACN: 2005812 *(45 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
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 : 4

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 : Descent
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 : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Descent
Route In Use : Visual 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 Flying
Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 550
Experience.Flight Crew.Last 90 Days : 112
Experience.Flight Crew.Type : 507
ASRS Report Number.Accession Number : 2005812
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 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

My student and I were conducting a local training flight in the vicinity of ZZZ. The airport conditions were VMC and many local training flights were occurring, creating a very congested traffic pattern. In compliance with FAA and company recommended procedures, Aircraft X was well established to enter the pattern on a correct 45-degree pattern entry to the left downwind for Runway XX at ZZZ and routinely made common traffic advisory frequency (CTAF) position reports. After aircraft one made a position report for a 3-mile 45-entry to Runway XX, the other aircraft (Aircraft Y) proceeded to make a call stating they were entering the 45 for the runway. Aircraft X did not have a visual on the aircraft and inquired Aircraft Y to state position and advise if they had the 45 traffic in sight. After inquiring multiple times, Aircraft Y stated they had Aircraft X in sight and wanted priority to land because they had been flying in excess of four hours. Aircraft X followed FAA-recommended procedures to enter the left downwind and made a position report that it had entered the left downwind for Runway XX. Less than a minute later, aircraft two made the same radio call stating they entered the pattern at the mid-field point, and Aircraft X was able to establish visual contact with Aircraft Y. Instead of entering on the 45-degree entry, Aircraft Y proceeded to enter the pattern at the midfield left downwind point and make a 90-degree turn to join the downwind. Observing the aircraft well less than 500 ft. off of the wing, traveling in the same direction, Aircraft X took evasive action, slowing the aircraft as slow as practical and requested Aircraft Y state intentions. Aircraft Y then stated (once again) that they had been flying for the last four hours and wanted priority to land. While slowing down, Aircraft X observed Aircraft Y flying straight across their nose to land (once again, well within 500 ft. of the aircraft). In a normal scenario, the aircraft flying the wider pattern should've extended its downwind, allowing for the aircraft on a tighter pattern to land first. Aircraft Y exhibited signs of hazardous attitudes and "get-there-itis" and wanted all other traffic to accommodate them, even if it meant compromising the safety of other aircraft that had the right-of-way. Speaking from personal experience, ZZZ

has many local training operations (parts 61 and 141), rotorcraft (part 61) as well as many transient aircraft operations. While the training operations adhere to FAA-recommended procedures for non-towered operations, many of the transient aircraft do not and make their own procedures out of convenience (such as flying right traffic patterns, entering the patterns on a base, or simply joining the downwind). The sheer frequency of aircraft operating at ZZZ, especially without a present Control Tower, makes operating in the pattern and within four miles of the airport dangerous and seemingly daily pattern conflicts.

Synopsis

C172 Flight Instructor reported a NMAC event during landing pattern training when an aircraft entered pattern and joined into the number one position for landing. The Flight Instructor executed an evasive maneuver to avoid a collision.

ACN: 2005274 *(46 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
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 Climb
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Small Aircraft
Flight Phase : Initial Climb
Airspace.Class C : ZZZ

Person : 1

Location Of Person.Facility : ZZZ.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Departure
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 14
ASRS Report Number.Accession Number : 2005274
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Situational Awareness

Person : 2

Location Of Person.Facility : ZZZ.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 15
Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 5
ASRS Report Number.Accession Number : 2005264
Human Factors : Workload
Human Factors : Time Pressure
Human Factors : Confusion

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Air Traffic Control
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft Y was departing Runway XX and told to turn right heading 090. Aircraft X was then cleared for takeoff off Runway XY on runway heading. These runways do not cross. Aircraft Y then started to turn left, and then the local controller called down to us in radar and told us to turn Aircraft Y to the right to avoid Aircraft X. Aircraft X was just rotating and we heard over the local radio down in the TRACON that local was issuing traffic to Aircraft X. The radar controller then called Aircraft Y to turn right immediately to avoid Aircraft X. We saw on the radar scope that Aircraft X just tagged up and turned hard to northwest to avoid Aircraft Y who was now starting to fly east. Radar traffic was exchanged and immediate hard turns were made avoid each other. Controllers did everything they could to make a safe operation. The pilot said on frequency they have not flown into towered airports often.

Narrative: 2

I was working when I cleared Aircraft Y for takeoff on Runway XX. I told him to fly runway heading and he never read runway back but said cleared for takeoff. I then cleared Aircraft X for takeoff on Runway XY with a left turn heading 320. When Aircraft Y was about half way up Runway XX I told them to turn right heading 090 and they never responded so I tried a few more times with no response. I saw out the window that Aircraft Y looked like he started turning left so I keyed up (east radar) and tried to tell them to turn Aircraft Y to the right, but Aircraft Y was calling radar at the same time. As that happened Aircraft X started to rotate and I frantically started calling traffic to Aircraft X as he was rotating and Aircraft X turned right after rotation and he said he had the traffic. I talked to my supervisors. Quick answer wasn't a near mid air and it was 1/2 mile and 300 ft. I would call it a near mid air but controllers took the best corrective action they could. I guess getting a read back on runway heading, we have a lot of inexperienced pilots that fly around here. I personally think pilots need to be more accountable. This is the exact reason air traffic control exists.

Synopsis

A TRACON Controller reported a departing aircraft turned the wrong way on initial climbout and into the path of a departing air carrier from an adjacent runway.

ACN: 2005226 *(47 of 50)*

Time / Day

Date : 202305

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 000
Relative Position.Distance.Nautical Miles : .5
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Final Approach
Route In Use : None
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : FBO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Final Approach
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Function.Other.Other
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 20
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 20

ASRS Report Number.Accession Number : 2005226
Human Factors : Workload
Human Factors : Other / Unknown
Human Factors : Time Pressure

Events

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 : 20
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

We received #3 clearance to land on the right downwind approaching Runway XX. #2 aircraft was left downwind ahead of us mid field in the pattern by an estimated distance of 1 mile. We spotted what we identified as the #1 aircraft on short final for Runway XX. By the time we turned base I did not have a visual with what we identified as the #2 aircraft, presuming it had landed. Turning final we saw an aircraft in close proximity and turned south. After communicating with ATC we were vectored in to land. In hindsight we should have made sure #2 aircraft had indeed landed.

Synopsis

GA pilot reported an NMAC event during final approach landing due to the loss of traffic to follow. Pilot executed an evasive maneuver and was re-sequenced for landing.

ACN: 2004903 *(48 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Relative Position.Angle.Radial : 260
Relative Position.Distance.Nautical Miles : .5
Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Final Approach
Route In Use : None
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Landing
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1050
Experience.Flight Crew.Last 90 Days : 104

Experience.Flight Crew.Type : 785
ASRS Report Number.Accession Number : 2004903
Human Factors : Workload
Human Factors : Other / Unknown
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
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

I was instructed by tower to enter the right downwind for Runway XX at ZZZ. Once done, I was told to look for an aircraft on the mid-field left downwind, and that that airplane was #2 to land. I saw what appeared to be an airplane crossing the threshold to land, which I considered to be #1 aircraft. I then saw an airplane in the downwind, which I considered to be #2 to land. My student agreed and I instructed him to advise that we had the airplane in sight. We was told by ATC to follow that airplane, and that we would be #3, cleared to land. My student and I turned base with no issue, I did a visual scan for traffic in front and to the sides before turning final. Upon turning right to join final approach, the high-wing on the left side of my aircraft raised to reveal an airplane already established on final approach. Seeing this, I took evasive action, continuing the turn to the right, configured the airplane for climb and cleared the area until vectored to land. I believe the airplane ahead of me was on an extended downwind to make room for departing traffic. It is possible that I mistook a landing aircraft with one which was actually departing. It is possible that the controller momentarily lost track of the aircraft positions. I was not told to extend downwind. It is my understanding that, due to radar limitations, the ZZZ tower requires position updates from aircraft in the pattern. This would exacerbate issues in situational awareness. Being told I was #3 to land, I saw what I believed to be the #1 and #2 traffic, which, looking back, I should have double and triple checked. Had I paid closer attention to the locations of all aircraft landing and departing the airport to ensure maximum situational awareness, it would mitigate the effects of any possible mistakes made by others involved.

Synopsis

Flight Instructor reported an NMAC during landing pattern training. The Instructor and Student mistakenly identified the incorrect traffic to follow which resulted in the flight crew executing an evasive maneuver until flight was resequenced for another approach.

ACN: 2004605 *(49 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 25000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : EC135
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : None
Mission : Passenger
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Bombardier/Canadair Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Flight Phase : Final Approach
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 4100
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2004605
Human Factors : Situational Awareness

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 50
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

While transporting patient to receiving facility, had near miss with regional jet inbound to airport. Cruise flight at 1700 ft. AGL, approximately 120 heading. Checked in with Tower 10 miles out and confirmed Aircraft X status. Cleared to transition Class D and given altimeter, calm winds. At about 7 miles out noticed traffic on [Garmin] GMX display directly on course line and about 700 ft. above. Entered D airspace and noticed target began to move north and descend slightly. Heard Aircraft Y check in with ATC and give them "Aircraft X traffic" position and instructed them to maintain visual separation. Aircraft Y reported me in sight. ATC then called me and gave "traffic at 10 o'clock and 3 miles, regional jet, has you in sight. Looked to my 10 [o'clock] and was about to key mic and say "traffic on TCAS, no visual yet" when I looked around windshield post and saw Aircraft Y closing fast. Simultaneously, aural traffic alert sounded, and I immediately pulled up and banked hard left as right turn would have put me in oncoming path. Crew stated that closest distance in their estimation was 100 yd. Went around Aircraft Y and landed at hospital without further incident. Upon relocation flight back to base, was given a number and asked to call Tower. Notified Company of event and then called Tower. They told me Aircraft Y was being controlled by ZZZ Approach and handed over without much warning. Gave person certificate number and contact info, was told I would get follow up sometime next week.

Synopsis

EC135 Captain reported an NMAC occurred with a regional jet while in cruise flight. The Captain went around and proceeded to land without further incident.

ACN: 2004586 *(50 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Musketeer 23
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 E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Air Carrier
Make Model Name : Bombardier/Canadair Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Final Approach
Route In Use : Vectors
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Air Traffic Control.Supervisory : 714
Experience.Flight Crew.Total : 25000

Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 696
ASRS Report Number.Accession Number : 2004586
Human Factors : Workload
Human Factors : Time Pressure

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 : Overcame Equipment Problem

Assessments

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

Narrative: 1

I entered the traffic pattern for Runway XX on an extended right hand downwind 10 NM southwest of the airport and began making position reports on CTAF at that point. Among multiple calls, I called midfield downwind. I had not I heard any other radio calls which I thought unusual at this airport. So, I verified that I had the correct CTAF frequency set. I called base. I called turning final. Up until now, I had seen no traffic and nothing on my ADS-B display. On rolling out on final, I suddenly saw and heard an ADS-B traffic alert 300 ft. directly overhead. I noted that the altitude separation was increasing. Seconds later, I saw a company regional jet climbing and accelerating away from me in an apparent go-around due to the traffic conflict. After landing and clearing the runway I again checked the radio, then the audio panel and found the audio panel volume turned down. I turned the volume up and immediately began hearing other traffic. I had no problem with communication at my departure airport. So, I assume that I inadvertently changed that knob sometime during cruise due to some moderate turbulence.

Synopsis

Musketeer 23 Pilot reported a NMAC event during landing pattern entry when a regional jet flew 300 feet above and separated away. After landing, the pilot discovered the audio panel volume had been turned down.