

**ASRS Database Report Set**

**Runway Incursions**

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Report Set Description.....A sampling of reports from all aviation arenas  
referencing runway incursions.

Update Number.....38

Date of Update .....March 7, 2024

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

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

National Aeronautics and  
Space Administration

**Ames Research Center**  
Moffett Field, CA 94035-1000



TH: 262-7

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**

**SUBJECT: Data Derived from ASRS Reports**

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

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

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

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

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

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

Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

## CAVEAT REGARDING USE OF ASRS DATA

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

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

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

# Report Synopses

ACN: 2042931 *(1 of 50)*

### Synopsis

B737 flight crew reported observing traffic entering runway while accelerating for takeoff resulted in ATC clearance to cancel takeoff and a rejected takeoff.

ACN: 2042812 *(2 of 50)*

### Synopsis

General aviation pilot reported a near miss on a training flight while receiving an ATC clearance to takeoff, then ATC cancelling the takeoff clearance as the pilot was crossing the runway hold line. Once the aircraft on final landed, the general aviation pilot received another takeoff clearance.

ACN: 2042483 *(3 of 50)*

### Synopsis

Flight instructor reported a near miss while entering a runway for takeoff with an aircraft on short final. Flight instructor stopped past the hold short line and another aircraft landed.

ACN: 2040516 *(4 of 50)*

### Synopsis

Pilot departing a non-towered airport reported during takeoff roll they saw a golf cart driving on the runway and decided to rotate early to avoid hitting the cart.

ACN: 2037027 *(5 of 50)*

### Synopsis

Instructor pilot reported a near miss in the traffic pattern on a training flight at a non-towered airport, during day, VMC conditions. The Instructor pilot maneuvered to remain clear of the other aircraft, and landed safely, with the other aircraft also landing while the instructor aircraft was still on the runway.

ACN: 2036038 *(6 of 50)*

### Synopsis

Small transport pilot reported a construction vehicle entered and remained on the runway while the aircraft was on short final necessitating a low level go around.

ACN: 2034969 *(7 of 50)*

### Synopsis

Pilot flying Beech v35 aircraft reported exiting onto a runway instead of taxiway per clearance resulting in a go-around by another aircraft on approach.

ACN: 2032138 *(8 of 50)*

### Synopsis

Piper 24 pilot reported complete electrical failure after takeoff resulting in an immediate return to the airport.

ACN: 2032094 *(9 of 50)*

### Synopsis

GA pilot reported as they crossed the runway at a non-towered airport, another aircraft executed a go-around above them. Reporter noticed they were communicating on the wrong frequency and the other aircraft had not heard reporter's announced intentions to cross the runway.

ACN: 2030251 *(10 of 50)*

### Synopsis

Air carrier crew reported a conflict while on final approach with another aircraft taxiing across the landing runway at a tower controlled airport in VMC. ATC directed the air carrier crew to go around when the other aircraft did not clear the runway, then returned for a safe landing.

ACN: 2030139 *(11 of 50)*

### Synopsis

Flight Instructor on a training flight with student were cleared for takeoff by the tower when another aircraft was on short final. This resulted in a near miss between these two aircraft.

ACN: 2030103 *(12 of 50)*

### Synopsis

Pilot flying C-172 aircraft entered the runway environment while another aircraft was on short final.

ACN: 2029895 *(13 of 50)*

### Synopsis

Air carrier flight crew on take off roll reported an airport vehicle drove onto the runway. Flight crew rejected the takeoff.

ACN: 2027232 *(14 of 50)*

### Synopsis

PA-28 pilot reported a runway incursion and a conflict with an airplane on short final while taxiing to an intersecting runway. Reporter stated they thought the runway they were crossing was inactive and they did not see the landing traffic.

ACN: 2026223 *(15 of 50)*

### Synopsis

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

ACN: 2022593 *(16 of 50)*

### Synopsis

Pilot crossing a runway at a non-towered airport reported a near collision with another aircraft taking off on the same runway.

ACN: 2022586 *(17 of 50)*

### Synopsis

GA Instructor with student reported a conflict event when they entered Runway 4 at CDW with an aircraft on final to the same runway.

ACN: 2019514 *(18 of 50)*

### Synopsis

A Tower Local Controller and Ground Controller reported an aircraft taxied across a runway without a clearance the same time as another aircraft was departing.

ACN: 2019190 *(19 of 50)*

### Synopsis

SR-20 Flight Instructor reported a near ground collision with a truck while on takeoff roll at a non-towered airport. Reportedly, the truck crossed the runway without communications resulting in an early rotation to avoid a collision.

ACN: 2017436 *(20 of 50)*

### Synopsis

BNA Tower Controller reported an aircraft stopped on the runway after confusing two unmarked access roads for possible taxiways causing another aircraft on final approach to go around. The Controller stated this is a common occurrence with these unmarked access roads.

ACN: 2016808 *(21 of 50)*

### Synopsis

Small aircraft pilot reported while holding short at a taxiway, another aircraft came extremely close in proximity as it was taxiing. The other aircraft was taxiing at a fast speed and the reporter had to quickly stop while over the runway hold-short markings to avoid a collision.

ACN: 2015846 *(22 of 50)*

### Synopsis

Cessna 182 pilot reported a NMAC event while taxiing into position and hold. The conflict was caused by ATC utilizing misleading phraseology in their instructions.

ACN: 2014045 *(23 of 50)*

### Synopsis



SR-20 pilot reported a ground conflict while on approach due to another aircraft on the runway. Pilot executed an ATC-directed go around and returned to land.

ACN: 2009215 *(24 of 50)*

### Synopsis

A321 pilot reported being directed by ATC to go around below 500 feet after another aircraft lost its nose-wheel steering and crossed the hold short line for their landing runway.

ACN: 2008418 *(25 of 50)*

### Synopsis

Tower Controller and pilot reported confusion with a clearance led to a runway incursion causing another aircraft to go around.

ACN: 2004034 *(26 of 50)*

### Synopsis

SR20 pilot on short final reported a critical ground conflict with another aircraft taking off.

ACN: 2003397 *(27 of 50)*

### Synopsis

Air carrier Captain reported unable to exit parallel runway after landing due to another aircraft blocking a taxiway resulting in a runway incursion and go-around. Captain indicated airborne traffic on final while their aircraft was blocked from exiting the runway onto the taxiway by a conflicting aircraft taxiing very slowly and not expediting. ATC instructed the aircraft on final to go-around due to the aircraft remaining on the landing runway and was blocked from entering the taxiway.

ACN: 2003341 *(28 of 50)*

### Synopsis

A Tower Controller reported an aircraft on short final initiated a go-around due to another aircraft which had taxied onto the runway that the Controller had not noticed.

ACN: 2001061 *(29 of 50)*

### Synopsis

Air carrier flight crew reported abruptly stopping to avoid a jet that had just landed and was exiting on the wrong taxiway, which caused a conflict as the flight crew just began to cross the runway after receiving clearance from ATC.

ACN: 1999990 *(30 of 50)*

### Synopsis

A Tower Controller reported a blind spot from the Tower due to airport buildings prevented the Controller from seeing a vehicle enter the runway at the same time an aircraft was landing.

ACN: 1994118 *(31 of 50)*

### Synopsis

C172 pilot reported being notified of cutting off an aircraft on final after taking off from a non-towered airport.

ACN: 1990170 *(32 of 50)*

### Synopsis

Pilot reported a critical ground conflict during the takeoff roll when another aircraft entered the runway at the opposite end. Pilot continued the takeoff roll and overflew the opposite end aircraft.

ACN: 1989273 *(33 of 50)*

### Synopsis

Tower Local Controller reported an aircraft aborted its takeoff due to another aircraft taxiing across the runway.

ACN: 1988323 *(34 of 50)*

### Synopsis

A TRACON Controller reported an aircraft on an instrument approach to a non towered airport initiated a go around due to another IFR aircraft holding for release on the approach end of the runway.

ACN: 1988300 *(35 of 50)*

### Synopsis

C-152 pilot reported a critical ground conflict by crossing the runway hold short line during departure taxi. A landing aircraft executed a safe go around while the departing aircraft taxied behind hold short line.

ACN: 1988187 *(36 of 50)*

### Synopsis

A Flight Instructor reported they were cleared for takeoff from the runup area but another aircraft took the clearance and taxied past them missing them by less than five feet.

ACN: 1985949 *(37 of 50)*

### Synopsis

A320 flight crew reported a critical ground conflict while taxiing to the gate. ATC cleared the flight crew to cross but there was another aircraft that was taking off on the runway prior to the intersection.

ACN: 1984296 *(38 of 50)*

### Synopsis

Champion Citabria 7ECA flight crew reported a loss of directional control during Tail Wheel landing training which resulted in a runway excursion. On post flight inspection it was revealed that the right tail wheel spring had departed the plane, a damaged landing light and no injuries reported.

ACN: 1981706 *(39 of 50)*

### Synopsis

A321 Captain reported having to stop short on a runway after landing to avoid a conflicting aircraft that was crossing on a taxiway. While holding in place to let the other aircraft pass, ATC cleared another aircraft for takeoff on the already occupied runway. After an

announcement on frequency, the other flight crew opted not to takeoff and a fourth aircraft conducted a go-around.

ACN: 1977439 *(40 of 50)*

### Synopsis

Air carrier flight crew reported a communication breakdown between flight crew and ATC which resulted in a critical ground conflict.

ACN: 1977407 *(41 of 50)*

### Synopsis

Tower Controller reported a departing helicopter air taxied onto the runway for departure with an aircraft on short final for landing. Tower issued go around instructions to the arriving aircraft.

ACN: 1966622 *(42 of 50)*

### Synopsis

Instructor pilot reported during takeoff roll at a non-towered airport they observed an aircraft taxiing across the runway in front of them, so immediately rotated and flew over the taxiing aircraft.

ACN: 1964504 *(43 of 50)*

### Synopsis

Tower Controller reported clearing an air carrier for takeoff but subsequently cancelled the takeoff clearance as the ASDE alarm alert had gone off. An unknown vehicle that was not in communication with the Tower had entered the runway.

ACN: 1963467 *(44 of 50)*

### Synopsis

C172 flight instructor on training flight with student reported a ground conflict during landing rollout.

ACN: 1962525 *(45 of 50)*

### Synopsis

A Tower Local Controller reported they cleared two aircraft to land and one to takeoff before realizing a previous aircraft exiting the runway was stuck in the snow and not past the hold short line. The reporter stated ASDE X indicated the aircraft had cleared the runway.

ACN: 1955345 *(46 of 50)*

### Synopsis

Pilot reported an evasive taxi off runway to avoid a collision with NORDO landing aircraft. Pilot of the landing aircraft reported they conducted a go around on short final approach when visual contact with the other aircraft was established.

ACN: 1952112 *(47 of 50)*

### Synopsis

Tower Local Controller reported they forgot they allowed Ground Control to taxi an aircraft across their runway and cleared another aircraft for takeoff.

ACN: 1950953 *(48 of 50)*

### Synopsis

Air Taxi Captain reported a critical ground conflict, which required hard braking, with a fast moving maintenance truck while taxiing across a closed runway.

ACN: 1950952 *(49 of 50)*

### Synopsis

Pilot reported a critical ground conflict during takeoff with an airport service truck. Upon entering the runway, the driver realized the conflict and exited the runway.

ACN: 1947622 *(50 of 50)*

### Synopsis

AG-CAT pilot reported a vehicle was stuck on the runway while on final approach. Due to fuel concerns, the pilot decided to land overflying the truck by 20 feet.

# Report Narratives

## Time / Day

Date : 202310

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

## Aircraft : 2

Reference : Y

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A330

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Taxi

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2042931

Human Factors : Time Pressure

Human Factors : Situational Awareness

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine



Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 2041607  
Human Factors : Situational Awareness  
Human Factors : Time Pressure

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Automation : Air Traffic Control  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Rejected Takeoff  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

Tower gave us line up and wait, for multiple aircraft crossing downfield on runway XX. Two heavy aircraft crossed runway XX downfield. After the two aircraft had cleared [runway] XX, tower then cleared us for takeoff. I initiated the take off sequence and executed standard procedures to the point where I noticed an Airbus (321) about to cross the runway and then proceeding on to runway XX. Approaching 80 kts, tower transmits "Aircraft X cancel take off clearance. CA (Captain) then initiated RTO (Rejected Take Off) with standard procedures. We exited about halfway down the runway with minimal brake application on taxiway 1. I clarified with tower for taxi clearance and again for takeoff clearance, while re accomplishing takeoff checklist. Cause: Non compliance to clearance by aircraft taxiing and crossing active runway. Suggestions: Compliance to ATC clearance by aircrew

## Narrative: 2

We were given a line up and wait traffic will cross clearance onto runway XX. We watched two heavy aircraft aircraft cross at the far end of the runway. Tower then gave us clearance to take off. My first officer commenced the takeoff. I was pilot monitoring. The tower said Aircraft X cancel take off clearance. I looked up to see a heavy was crossing runway XX. This occurred about. 75 knots as I did not make the 80 knot call out. I did the reject procedure, exited the runway on taxiway 1 about halfway down the runway. Cause: My guess is the heavy had a language barrier and thought he/she had clearance to cross. Suggestions: Maybe better communication for clearances.

## Synopsis

B737 flight crew reported observing traffic entering runway while accelerating for takeoff resulted in ATC clearance to cancel takeoff and a rejected takeoff.

## Time / Day

Date : 202310  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : CXO.Airport  
State Reference : TX  
Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 10  
Light : Daylight  
Ceiling.Single Value : 7500

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : CXO  
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 : Training  
Flight Phase : Taxi  
Airspace.Class D : CXO

## Aircraft : 2

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

## 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 : Private  
Experience.Flight Crew.Total : 110  
Experience.Flight Crew.Last 90 Days : 20  
Experience.Flight Crew.Type : 110  
ASRS Report Number.Accession Number : 2042812  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Human Factors : Confusion  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Air Traffic Control  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

I was cleared for immediate takeoff on Runway 14. Upon response, I added throttle to promptly enter the Runway and safely take off. Tower advised me there was traffic on a 1 1/2 mile final. Upon crossing threshold, my takeoff clearance was cancelled, then immediately pulled power to idle and proceeded with maximum braking. After coming to a complete stop, I was beyond the hold short bars, I was waiting for further instructions. The aircraft on the short final proceeded to land with me passed the hold short line, on the Runway. After he exited the Runway, I was then cleared for takeoff again.

## Synopsis

General aviation pilot reported a near miss on a training flight while receiving an ATC clearance to takeoff, then ATC cancelling the takeoff clearance as the pilot was crossing the runway hold line. Once the aircraft on final landed, the general aviation pilot received another takeoff clearance.

## Time / Day

Date : 202310  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : OLV.Airport  
State Reference : MS  
Altitude.AGL.Single Value : 0

## Environment

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

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : OLV  
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 : Taxi  
Airspace.Class D : OLV

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : OLV  
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Crew Size.Number Of Crew : 1  
Airspace.Class D : OLV

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 333  
Experience.Flight Crew.Last 90 Days : 78  
Experience.Flight Crew.Type : 310  
ASRS Report Number.Accession Number : 2042483  
Human Factors : Communication Breakdown  
Human Factors : Training / Qualification  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 100  
Miss Distance.Vertical : 50  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

We were holding short of Runway 36 waiting for our takeoff clearance. We were then cleared for a no delay takeoff 090 as we taxied across the hold short line I looked up to double check for traffic and saw Aircraft Y on short final. I slammed the brakes just passed the whole short line as the plane came into land in front of us. During the entirety of the flight there was only one controller who seemed overwhelmed dealing with ground clearances, takeoff clearances and landing clearances.

## Synopsis

Flight instructor reported a near miss while entering a runway for takeoff with an aircraft on short final. Flight instructor stopped past the hold short line and another aircraft landed.

## Time / Day

Date : 202310  
Local Time Of Day : 0601-1200

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 10  
Light : Dawn  
Ceiling.Single Value : 8000

## Aircraft

Reference : X  
ATC / Advisory.CTAF : ZZZ  
Aircraft Operator : Personal  
Make Model Name : PA-46 Malibu Meridian  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : IFR  
Mission : Personal  
Route In Use : Direct

## 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 : 4294  
Experience.Flight Crew.Last 90 Days : 30  
Experience.Flight Crew.Type : 1300  
ASRS Report Number.Accession Number : 2040516  
Human Factors : Communication Breakdown  
Human Factors : Confusion  
Human Factors : Distraction  
Human Factors : Time Pressure  
Human Factors : Workload  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Ground Personnel

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 40  
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

Runway Incursion Incident at ZZZ at XB30. Arrived ZZZ at XA40. Removed aircraft from hangar and proceeded to fuel pumps. Topped off both inner tanks of Aircraft X, A Piper PA46 Malibu based at ZZZ. A flight plan was filed to ZZZ2 from ZZZ1. ZZZ1 was selected so that the clearance could be picked up by ZZZ Approach, rather than ZZZ1 TRACON. ATIS reported wind at 190 and 4 knots. After fueling, I selected runway XX for departure. I taxied to the Runway XX threshold and performed a full checklist. This took perhaps 2 minutes. I turned on strobes as well as taxi lighting. These are high intensity wingtip forward lamps. This is done due to the high volume of westbound traffic heading to ZZZ3 and many of them using ZZZZ intersection at 6,000 ft. After checklisting, I announced my departure on runway XX on the Unicom frequency and after looking carefully for approaching traffic in both directions, proceeded to enter the runway. The time is exactly XB13. The sun is up, but the sun is very low in the east and pretty much right in my face. After a slight overshoot of the centerline on the turn, I aligned on the centerline and applied takeoff power. After about perhaps about 1,000 feet of takeoff roll I spotted a dark shape on the left part of the runway. The sun is directly in front of me. It was a very small shape. Actually looked like groundwater at first. In the next second or two, I interpreted it in my mind as a small animal, perhaps a coyote. Then it became clearer that it was a golf cart with a person in it driving westbound on the runway to the left/north of the centerline. The bright green safety vest was the most visible aspect. My choice was to abort the takeoff and possibly strike the golf cart or rotate the plane immediately. The plane was far under gross weight and I had accelerated to 68 knots, so I decided to rotate the aircraft. As I passed over the golf cart at perhaps by 10-20 feet, the Golf cart steered off of the runway to the north and into the grass. I observed a person wearing the bright green safety vest. After cleaning up the plane (wheels, flaps, power), I texted two people to contact the airport and notify them of the runway incursion incident.

## Synopsis

Pilot departing a non-towered airport reported during takeoff roll they saw a golf cart driving on the runway and decided to rotate early to avoid hitting the cart.

## Time / Day

Date : 202309

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : FFC.Airport

State Reference : GA

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : FFC

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Flight Phase : Landing

Airspace.Class E : FFC

Airspace.Class G : FFC

## Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : FFC

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

Flight Phase : Final Approach

Airspace.Class E : FFC

Airspace.Class G : FFC

## Aircraft : 3

Reference : Z

ATC / Advisory.UNICOM : FFC

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

Flight Phase : Final Approach

Flight Phase : Landing

Flight Phase : Initial Approach

Airspace.Class E : FFC

Airspace.Class G : FFC

## Person



Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 750  
Experience.Flight Crew.Last 90 Days : 150  
Experience.Flight Crew.Type : 650  
ASRS Report Number.Accession Number : 2037027  
Human Factors : Situational Awareness  
Human Factors : Training / Qualification  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Other

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
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  
Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

After myself entering the 45 (I am Aircraft X) following Aircraft Y, turning downwind, Aircraft Z not making many calls tries to come in midfield 200 ft. below and starts to turn downwind. I am on top of the aircraft and lets the pilot know on the comms. He does a 360 and I request not to pull up in the event of a mid air collision. I extend my downwind for Aircraft Y to land, once Aircraft Y turns final I start to turn base and Aircraft Z also turns base to go final cutting off Aircraft Y. Myself and Aircraft Y lets him know which he does a 360 on base and flies on what he thinks is a downwind but is still close off to my right wing when im on final. Upon me and my student landing, while we are still on the runway I turn around and see Aircraft Z also lands on the runway while im still well within the protected runway environment. I was clearing at taxiway Charlie and he looked to land by taxiway Delta.

## Synopsis

Instructor pilot reported a near miss in the traffic pattern on a training flight at a non-towered airport, during day, VMC conditions. The Instructor pilot maneuvered to remain clear of the other aircraft, and landed safely, with the other aircraft also landing while the instructor aircraft was still on the runway.

## Time / Day

Date : 202309  
Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : VDI.Airport  
State Reference : GA  
Altitude.MSL.Single Value : 400

## Environment

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

## Aircraft

Reference : X  
ATC / Advisory.UNICOM : VDI  
Aircraft Operator : Corporate  
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Ferry / Re-Positioning  
Flight Phase : Landing  
Route In Use : Direct  
Airspace.Class G : VDI

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Corporate  
Function.Flight Crew : Single Pilot  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Captain  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 6650  
Experience.Flight Crew.Last 90 Days : 88  
Experience.Flight Crew.Type : 1570  
ASRS Report Number.Accession Number : 2036038  
Human Factors : Training / Qualification  
Human Factors : Situational Awareness

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew

Miss Distance.Horizontal : 1200

Miss Distance.Vertical : 300

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Executed Go Around / Missed Approach

## Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Human Factors

Primary Problem : Airport

## Narrative: 1

On short final to Runway 32 at VDI, a vehicle belonging to an onsite construction contractor entered the runway and proceed to drive northwest on the runway. A go-around was executed and an uneventful return to landing then occurred. According to an FBO employee, this was not the first occurrence during the construction project. The contractor needs training on required safety procedures at uncontrolled airports.

## Synopsis

Small transport pilot reported a construction vehicle entered and remained on the runway while the aircraft was on short final necessitating a low level go around.

## Time / Day

Date : 202309  
Local Time Of Day : 0601-1200

## Place

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

## Environment

Weather Elements / Visibility.Visibility : 10  
Ceiling.Single Value : 25000

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : ZZZ  
Make Model Name : Bonanza 35  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Taxi  
Route In Use : Vectors  
Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Air Carrier  
Make Model Name : B737 Undifferentiated or Other Model  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 121  
Mission : Passenger  
Flight Phase : Final Approach  
Airspace.Class B : ZZZ

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 1500  
Experience.Flight Crew.Last 90 Days : 35.0  
Experience.Flight Crew.Type : 200  
ASRS Report Number.Accession Number : 2034969  
Human Factors : Confusion  
Human Factors : Time Pressure

Human Factors : Workload  
Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
When Detected : Taxi  
Result.Flight Crew : Became Reoriented  
Result.Flight Crew : Returned To Clearance

## Assessments

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

## Narrative: 1

Landing Runway XX at ZZZ upon landing advised to exit via Taxiway 1. I exited Runway X/XY the right hand turn before taxiway. A jet was landing behind me so I was unable to re-enter Runway XX to exit. I held short Runway XX. Aircraft Y went around and I re entered Runway XX and exited on taxiway without incident to FBO. In a single pilot task saturated environment and a landing Jet it may have been better to go around and not be rushed to exit runway. In order to avoid the GO around ATC could have advised Taxiway without interference. Thank you.

## Synopsis

Pilot flying Beech v35 aircraft reported exiting onto a runway instead of taxiway per clearance resulting in a go-around by another aircraft on approach.

## Time / Day

Date : 202309

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 100

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

RVR.Single Value : 20000

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : PA-24 Comanche

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

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Small Aircraft

Flight Phase : Taxi

Airspace.Class D : ZZZ

## Component

Aircraft Component : Electrical Power

Aircraft Reference : X

Problem : Failed

## 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 : 285

Experience.Flight Crew.Last 90 Days : 17  
Experience.Flight Crew.Type : 218.4  
ASRS Report Number.Accession Number : 2032138  
Human Factors : Situational Awareness  
Human Factors : Training / Qualification  
Human Factors : Troubleshooting  
Human Factors : Time Pressure

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 150  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Landed in Emergency Condition  
Result.Flight Crew : Returned To Departure Airport

## Assessments

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

## Narrative: 1

During takeoff and upon raising the landing gear, I had a complete electrical power failure. All radios, including the code squawker, were lost. I was in Delta airspace, under Bravo airspace. After visually clearing the airspace, I decided to make left traffic back to the runway. During downwind, I assessed that I did still have landing gear in the down position. I did not have power to deploy flaps. I also saw that the runway was without approaching or takeoff traffic. After passing the key position, I again verified that there was not any traffic in the the right or left pattern in front of me or on final. There was not any traffic on the runway either. I began my approach to land. While in base, I noticed a small piston airplane approaching the hold short line of Runway XX, which was my intended runway for a [priority] landing. As I turned final, the small piston airplane, crossed the hold short line. I began to evaluate a possible go-around, but immediately, the other aircraft turned around and headed away from the runway. He was never on the runway and was now departing away from the runway and back towards the taxiway. I decided that it was safe to proceed and land. I safely landed.

## Synopsis

Piper 24 pilot reported complete electrical failure after takeoff resulting in an immediate return to the airport.

## Time / Day

Date : 202309

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : BFR.Airport

State Reference : IN

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

## Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 40000

RVR.Single Value : 50000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : BFR

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Route In Use : None

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : BFR

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : None

Airspace.Class G : BFR

## 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 : 478  
Experience.Flight Crew.Last 90 Days : 24.6  
Experience.Flight Crew.Type : 450  
ASRS Report Number.Accession Number : 2032094  
Human Factors : Situational Awareness

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 200  
Miss Distance.Vertical : 200  
When Detected : Taxi  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

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

## Narrative: 1

No wind conditions and planned eastbound route, planned to launch on 06. Announced back-taxi 06, as approach and crossing Runway 31 observed Aircraft Y executing go-around above me, then observed radio mis-tuned to 123.8, not 122.8, tuned correctly and responded to Aircraft Y inquiry apology and would wait for him to land before departure. Had been using frequencies in the 123.## range, human error did not verify correct frequency. Tuning error unnoticed on original approach, no traffic observed on ADS-B in vicinity during approach and landing.

## Synopsis

GA pilot reported as they crossed the runway at a non-towered airport, another aircraft executed a go-around above them. Reporter noticed they were communicating on the wrong frequency and the other aircraft had not heard reporter's announced intentions to cross the runway.

## Time / Day

Date : 202308

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ATL.Tower

State Reference : GA

Altitude.AGL.Single Value : 300

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ATL

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

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ATL

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 : Taxi

## Person : 1

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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 163.03

Experience.Flight Crew.Type : 318.92

ASRS Report Number.Accession Number : 2030251

Human Factors : Distraction

Human Factors : Situational Awareness

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

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : First Officer  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Last 90 Days : 96.35  
Experience.Flight Crew.Type : 648.87  
ASRS Report Number.Accession Number : 2030260  
Human Factors : Situational Awareness  
Human Factors : Confusion  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

While on final approach to runway 27L at Hartsfield-Jackson Atlanta International Airport, we were fully configured and cleared to land. Downfield Aircraft Z had just finished crossing the 27L runway, when the First Officer and I noticed Aircraft Y on taxi northbound, nearing the approach end of our landing runway. As they began crossing 27L, they did not appear to be taxiing fast enough to clear the runway before we would land. I do not recall ever hearing from the tower that Aircraft Y would be crossing 27L; we may have missed the call if it was made, perhaps while we were busy configuring our aircraft for the landing and didn't hear it. At less than a mile from the runway, we queried the tower, "Is Aircraft X still cleared to land?", upon which the immediate response from the tower was "Aircraft X, go around". On frequency right after, we heard "Good call". I'm not sure who made it. We conducted a normal go around, followed by a normal landing at ATL.

## Narrative: 2

Uneventful flight to ATL. While on short final to 27L (fully configured and stable and descending through 1000 ft), Aircraft Y began crossing the approach end (from left to right from our perspective). It seemed close and I'm not sure if I heard ATC give them clearance to cross. I told the CA (Captain), "this looks close" and he agreed so I queried the tower asking "Are we still cleared to land?" They hesitated a second and then directed us to go around, which we were just about to initiate on our own as well. We completed a normal go around as the tail of Aircraft Y cleared the runway. We then returned for an uneventful landing on runway 28.

## Synopsis

Air carrier crew reported a conflict while on final approach with another aircraft taxiing across the landing runway at a tower controlled airport in VMC. ATC directed the air carrier crew to go around when the other aircraft did not clear the runway, then returned for a safe landing.

## Time / Day

Date : 202308

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

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 : Takeoff / Launch

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

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 : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 830

Experience.Flight Crew.Last 90 Days : 160

ASRS Report Number.Accession Number : 2030139

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

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

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 40  
Miss Distance.Vertical : 50  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was holding short of Runway XXR at the intersection of ZZZ in a Cessna 172, on a sunny afternoon in good weather and fair visibility. The Tower controller was working two frequencies, and we called holding short and requested a departure. The controller immediately cleared us for takeoff on [Runway] XXR, which my Private Pilot student read back correctly. We started moving across the hold short bars when another aircraft in the pattern, a Cessna 152, called "Aircraft Y on short final." I slammed on the brakes, and a few seconds later the Cessna crossed over the numbers directly in front of me at approximately 40 feet in front of my nose and 50 ft. AGL. At this point we were inside the Runway Safety Area (RSA) and about halfway past the hold short markings about to enter the landing surface. If I had not slammed on the brakes, the short final traffic had not called on frequency, and/or there had not been a displaced threshold a collision may have occurred. The geometry was such that I was not able to see the aircraft on short final before moving into the RSA. This was the nearest miss of my piloting career and was a result of the Tower controller clearing me for takeoff with another aircraft on short final.

## Synopsis

Flight Instructor on a training flight with student were cleared for takeoff by the tower when another aircraft was on short final. This resulted in a near miss between these two aircraft.

## Time / Day

Date : 202308

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 6

Light : Night

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 152

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 : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 237.1

Experience.Flight Crew.Last 90 Days : 8.7

Experience.Flight Crew.Type : 136.5

ASRS Report Number.Accession Number : 2030103

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Miss Distance.Horizontal : 300

Miss Distance.Vertical : 0

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

Around XA30 local time, I was in Aircraft X doing full stop taxi-backs. Tower was closed by now and there were 4 aircraft total in the pattern for [Runway] XXL. I was in front of a Cirrus (Aircraft Z) who was doing a full stop, and behind the Cirrus was a Cessna 152 (Aircraft Y). On my third taxi-back I heard Aircraft Y announce right downwind for XXL and the Cirrus announce base, once I got to the hold short line at [Taxiway] 1 was ready to go I heard the Cirrus call final and I visually identified them on final. I decided to hold in position and since I had yet to hear Aircraft Y call base and I could not see anybody on base or final behind the Cirrus I figured I had time to takeoff after the Cirrus. As the Cirrus was touching down for their full stop I announced my intention to take the runway and re-enter the pattern at XA26. Having not heard a base or final call from Aircraft Y and still not having any visual on them, I began moving and proceeded across the hold short markings, As I crossed them I checked final one more time and saw Aircraft Y rolling out on final from what appeared to be a relatively short approach (ADS-B data looks like around 1/3mi from the runway threshold). I immediately came to a stop halfway between the runway and the hold-short markings at [Taxiway] 1. I called on the radio and indicated my intention to just hold in position as I thought that by the time I had managed to get the plane turned around and out of the runway area (i.e. back behind the hold-short markings) Aircraft Y would already have gone past us. Once they had done their touch and go I then continued onto the runway and reentered the pattern without incident. After reviewing the ATC archive there was no base, final, or short final call made by Aircraft Y. The last call they had made was a right downwind call. The severity of this incident was that there were two aircraft in the critical area of Runway XXL and when they passed me we were probably separated 300 ft. horizontally and 0 ft. vertically. The only thing that prevented a go-around or even potentially a collision was that I was trained to check final multiple times when entering a runway. What I could have done better: I could have been more cautious about taking the runway since I knew that Aircraft Y should probably have been coming around to land quite soon and I was expecting to hear them. I should have announced that I was entering Runway XXL again when I began moving, rather than just indicating my intentions to enter after the Cirrus was clear of XXL. I should be more diligent about checking visually for aircraft on base. The placement of buildings between left base and my location at [Taxiway] 1 made it difficult to clearly see an aircraft if they



had just turned onto right base or were in the middle of the right downwind-base turn. I could have recognized that there were obstructions and just held my position until I had sight of Aircraft Y. I could have also called Aircraft Y and asked about their location. What Aircraft Y could have done better: they should make sure they make all necessary radio calls (crosswind, downwind, base, final, short-final).

## Synopsis

Pilot flying C-172 aircraft entered the runway environment while another aircraft was on short final.

## Time / Day

Date : 202308

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Takeoff / Launch

## Person : 1

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 : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2029895

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Ground Personnel

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2029905

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 : Ground Conflict, Critical  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.General : Maintenance Action  
Result.Flight Crew : Rejected Takeoff  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Returned To Gate

## Assessments

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

## Narrative: 1

At approximately XA30, ZZZ ATC cleared us for takeoff runway XXC. During the takeoff we noticed an airport vehicle approaching the runway at a high speed. A few seconds later, when it became clear that the vehicle was not stopping, I decided to stop the takeoff. We rejected the takeoff around 100 knots. Just a moment after the takeoff was rejected, the airport vehicle entered the runway and subsequently stopped in the middle of the runway after ATC issued a stop, stop, stop command. After accomplishing our duties, we taxied back to the gate for maintenance to perform their inspections. No damage or injuries were reported. The local controller and airport vehicle may have had a lapse of concentration and some expectation bias from the airport vehicle that the runway was still closed. The local controller should ensure that all airport vehicles are aware of the status of an active runway. These events are happening to often for comfort. Kudos to my crew for their vigilance and professionalism for the safe outcome of this event.

## Narrative: 2

At the time of pushback, XXR was the only runway open for departure. We were one of the first, if not the first departure of the day at XA20. As we were taxiing out, the ground controller said she just received a phone call that XXC had just opened and offered it to us. We accepted the change because we were closer to that runway. During our take off roll, just after the 80 kt call, we both noticed an airport vehicle traveling eastbound on what looked like taxiway 1 toward our runway. They did not stop, the red stop bar lights illuminated and we rejected takeoff at approximately 100kts. During the same time, the tower controller was yelling at the airport vehicle to stop and instructed us to cancel our takeoff clearance which we were already doing. Our gross weight was approximately 175k. We exited the runway at taxiway 2. After determining everyone in the cabin was ok and the airplane was safe to taxi, we taxied back to the gate for a maintenance inspection. We did not hear anything on the radio from the local controller about the vehicle or anything from the vehicle itself about crossing the runway. I do not know why the airport vehicle crossed our runway without a clearance, but I assume it's because they thought the runway was still closed and was free to cross at will. The local controller told us directly that they just opened XXC, but there was never an official announcement made to all vehicles that the runway was open.

## Synopsis

Air carrier flight crew on take off roll reported an airport vehicle drove onto the runway. Flight crew rejected the takeoff.

## Time / Day

Date : 202308

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3000

## Aircraft : 1

Reference : X

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

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

## Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

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 : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 570

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 2027232

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Human Factors : Distraction

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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 1000  
Miss Distance.Vertical : 600  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

At roughly XA:55 my PA-28 was leaving the ramp from the FBO at (ZZZ) after getting gas. After making a call to state my intentions to taxi from the FBO to Runway XX I quietly hear a long final call for Runway XX, although wind favored XY "the adjacent runway" the traffic on long final gave me some form of assurance. (Pilots Note this was my first time ever at (ZZZ) I was unfamiliar and it was only used as a fuel stop so I had little briefing but when I diverted Center set me up for (Vis) XX. XX is also a longer and much more well kept runway so there were multiple layers of assurance that XX was going to be the only one used. When coming up to the intersection of XY/XZ I stopped looking and made a call over the radio saying my intentions to cross what I thought at the time was an inactive runway. This was further assured as I could see the traffic on final for XX(landing light). I will note my glacé when I looked down Runway XY it was aimed down looking mostly at the runways surface and adjacent taxi ways. (In my mind no one would be approaching for this detection) so I did look up but I made no note of aircraft on final. I then proceeded to cross the runway looking mostly to my right looking for the landing traffic on XX. It wasn't till I was about half way across XY when I noticed a PA-28 touch down at the end of the runway and quickly take off. I the moment I realized the aircraft was there, I quickly added full power and got off the runway as soon as I could. I cleared safely and didn't see the aircraft even take off. Our distant over 500 ft. at all times but it definitely shook me up. I stayed on the taxi for a couple minutes just assessing what happen about 45 seconds later the landing traffic on XX landed safely. But the aircraft the did a Touch and Go called calmly said did you see me. I said not until you touched down and I did hear you either. I apologized for the situation and the Pilot said it's okay and he departed to the south. This is my best recollection. I will say this was my fault but I think the use of two intersecting runways less than a minute apart is also worrisome. I may have missed a call but the Pilot never only asked if he could see not hear so there's a chance a call was never made.

## Synopsis

PA-28 pilot reported a runway incursion and a conflict with an airplane on short final while taxiing to an intersecting runway. Reporter stated they thought the runway they were crossing was inactive and they did not see the landing traffic.

## Time / Day

Date : 202308

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : 3T2.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class G : 3T2

## Aircraft : 2

Reference : Y

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class E : 3T2

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Trainee

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 173

Experience.Flight Crew.Last 90 Days : 55

Experience.Flight Crew.Type : 173

ASRS Report Number.Accession Number : 2026223

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

## Events

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

## Assessments

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

## Narrative: 1

I was a student pilot preparing for my private helicopter rating at Wolfe Air Park, 3T2, when this incident occurred. While at the south end of Runway 20 at 3T2, my instructor and I were preparing to engage in a maximum performance takeoff. While clearing the area for traffic, I looked on ForeFlight and saw that an aircraft was coming down the runway from behind us. I looked over my left shoulder and saw the airplane taking off from behind us on the same runway without yielding the right of way and without making a radio call on the CTAF. When airborne, the airplane went to its left and our left to go around us, then turned right over and in front of us before we began our maneuver. The pilot of Aircraft Y never announced or responded on the CTAF and proceeded on to ZZZ from 3T2. My instructor spoke with a board member of the association who then spoke with the pilot. I was not a party to either conversation, but it was reported back that the pilot of Aircraft Y made a comment about his age and that it may have played a part in him not seeing us.

## Synopsis

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



## Time / Day

Date : 202307

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 5

Light : Night

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Aero Commander 695

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Piper Aircraft Corp Undifferentiated or Other Model

Operating Under FAR Part : Part 91

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3300

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 1220

ASRS Report Number.Accession Number : 2022593

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 250  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

After landing on Runway X, made radio call on UNICOM that we had cleared the runway. We were taxiing with bright landing lights and taxi lights, very brightly illuminated, and heard a low volume radio call on UNICOM we believed said the aircraft was 15 miles north and inbound. While taxiing we announced we would be crossing Runway XX-XY on the ground, heard no response, paused to make sure no one was using the runway, when a Piper went by in front of us, apparently taking off on Runway XX. We braked, separation was ~250 ft., the Piper took off successfully. We received no conflict warning on our ADS-B Traffic screen, which was displayed on a MFD (Multifunction Flight Display). While a non-event, a few seconds difference in timing could have resulted in a collision. In retrospect there was a conversation going on in our aircraft that may have interfered with our understanding of the radio call, and the call was very low volume and brief. We also expected activity would be on the runway we had just used (X), and were not expecting a departure on XX. Finally, we are now modifying our behavior to keep a sterile cockpit when a taxi route might possible involve a runway crossing.

## Synopsis

Pilot crossing a runway at a non-towered airport reported a near collision with another aircraft taking off on the same runway.

## Time / Day

Date : 202307

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : CDW.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3500

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : CDW

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Taxi

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : CDW

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class D : CDW

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 850

Experience.Flight Crew.Last 90 Days : 70

Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 2022586

Human Factors : Situational Awareness

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Vertical : 50  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was doing an instructional flight in Aircraft X. I was holding short Runway 4 full length, and after doing my engine runup, I called the Tower to request a takeoff clearance for a VFR northern departure. Tower cleared me to takeoff on Runway 4 and read back the instructions for the same. I lined up on the centerline with Runway 4, and as I was about to add full power, I saw/heard another aircraft fly over me and then eventually land on Runway 4. I held my position on the runway and called Tower informing them about the situation. The tower then cleared me to take off Runway 4. The takeoff and rest of the flight was uneventful. I remember clearing the final before I entered the runway, but due to trees and possibly the cloud coverage, I didn't see the oncoming aircraft on final. Corrective action: I will be more careful moving forward with clearing my final and also try to listen to the tower conversations with other traffic before I make my call for a take off request.

## Synopsis

GA Instructor with student reported a conflict event when they entered Runway 4 at CDW with an aircraft on final to the same runway.

## Time / Day

Date : 202307

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : None

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Widebody, Low Wing, 4 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight / Delivery

## Person : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 10

Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 6

ASRS Report Number.Accession Number : 2019514

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Distraction

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

## 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) : 8  
ASRS Report Number.Accession Number : 2019517  
Human Factors : Workload  
Human Factors : Situational Awareness  
Human Factors : Confusion  
Human Factors : Distraction

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Anomaly.Ground Event / Encounter : Ground Equipment Issue  
Detector.Automation : Air Traffic Control  
Detector.Person : Air Traffic Control  
When Detected : Taxi

## Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Software and Automation  
Contributing Factors / Situations : Weather  
Contributing Factors / Situations : Procedure  
Primary Problem : Human Factors

## Narrative: 1

I was working Ground Control 1 and Ground Control 3 combined at the time of the event. Aircraft X called me on the south route, en route to Company aviation. I instructed Aircraft X to turn right on taxiway 1 and taxi via [Taxiway] 1, [Taxiway] 2 onto [Taxiway] 3 and hold short of [Taxiway] 4. Aircraft X read back the instructions correctly. I went on to talk to other aircraft and take flight strips to the north Ground Controller. I continued to taxi aircraft out and update data tags on the ASDE-X that keep dropping off. Local 1 was departing Aircraft Y at the time. After Aircraft Y rotated, the local team and I observed Aircraft X data tag reappear on taxiway in between Runway XXL and Runway XXR. I instructed Aircraft X to hold position and contact Tower. At no time did I observe a data tag crossing the runway and no safety logic alarm went off. The ASDE-X has been dropping data tags and does not show primary targets. This has been an issue since about Day 0. A lot of extra time is spent re-typing in call signs and gate numbers of aircraft after they drop off. The weather here in the summer months produce foggy conditions and at times, the runway exits are obscured. Aircraft X is a smaller white jet that can blend into the foggy background at the departure end. The ASDE-X is a vital piece of safety equipment that needs to be working fully, 100% of the time.

## Narrative: 2

Aircraft X had landed the north complex Runway YYR and was taxiing to parking with Ground Control 1. I had put Aircraft Y into position and had coordinated a south flow departure. I was doing my final scan of the runway and the ASDE-X as I was issuing the take-off clearance with the new departure instructions. Aircraft Y started the take-off roll. I

then crossed Aircraft Z at taxiway and Aircraft A at another taxiway after the departure had gone past the respective taxiways. I then talked to Aircraft B exiting the runway and had them hold short. At this time, Local Controller 2 coordinated with me for 2 crossovers aircraft which were approved. I looked for the departure to verify the turn, but could not see the aircraft due to the cloud layer. I then looked at the radar to reissue the turn and confirm. That is when I noticed Aircraft X tag appeared on the taxiway in between Runway XXR/L. I looked out and confirmed visually that there was now an aircraft at that location. The Aircraft X was painted white and being a small aircraft a mile away from the Tower, it did blend in with the white cloud layer at the west end of the airport. Looking back on the replay, Aircraft Y had been cleared for take-off when Aircraft X was still on taxiway. Aircraft X was on Ground Control 1 frequency the entire time. The instructions for Aircraft X were "taxi 1-2-3 hold short of 4". Aircraft X tag had dropped off of the ASDE-X due to it being in limited multilateration (MLAT) mode. It was not the only tag that had dropped as I had multiple tags also drop off throughout the day. Because the Aircraft X tag had dropped off, the ASDE-X did not alarm. According to replay, Aircraft Y was passing taxiway when Aircraft X had entered Runway XXR. Aircraft X had vacated the Runway XXR when Aircraft Y had passed [Taxiway] 1. The ASDE-X has been in the limited MLAT mode since at least Day 0 waiting to be fixed this entire time with still no fix date set. The ASDE-X never should be out of service for this long even in limited mode. All GA and Cargo aircraft should land on Runway XXL. This will eliminate 3 runway's that they have to cross when the land on the north side Runway YXR.

## Synopsis

A Tower Local Controller and Ground Controller reported an aircraft taxied across a runway without a clearance the same time as another aircraft was departing.

## Time / Day

Date : 202307

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dawn

Ceiling.Single Value : 12000

## Aircraft

Reference : X

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

Route In Use.Other

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 : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Other

Experience.Flight Crew.Total : 1646

Experience.Flight Crew.Last 90 Days : 172

ASRS Report Number.Accession Number : 2019190

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

## Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway



Detector.Person : Flight Crew  
Miss Distance.Horizontal : 1000  
Miss Distance.Vertical : 0  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

While Departing Runway XX at ZZZ, a Gray truck Crossed Runway XY/XX while driving down runway X/XZ with no radio call. Causing a early rotation to avoid conflict with the ground vehicle.

## Synopsis

SR-20 Flight Instructor reported a near ground collision with a truck while on takeoff roll at a non-towered airport. Reportedly, the truck crossed the runway without communications resulting in an early rotation to avoid a collision.

## Time / Day

Date : 202307  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : BNA.Tower  
State Reference : TN  
Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : BNA  
Make Model Name : Small Transport, Low Wing, 2 Recip Eng  
Crew Size.Number Of Crew : 1  
Flight Plan : IFR  
Flight Phase : Landing

## Aircraft : 2

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

## Person

Location Of Person.Facility : BNA.Tower  
Reporter Organization : Government  
Function.Air Traffic Control : Local  
Qualification.Air Traffic Control : Fully Certified  
ASRS Report Number.Accession Number : 2017436  
Human Factors : Communication Breakdown  
Human Factors : Confusion  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Less Severe  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Air Traffic Control

Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Aircraft X was rolling out after landing Runway 20L. He came to a complete stop on the runway next to two "access roads" that many aircraft continually confuse with taxiways. This caused Aircraft Y to have to go around since Aircraft X came to a complete stop and had another 2000 ft. + to go before he came to an actual taxiway. This is not the first instance that this has happened. Numerous aircraft confuse these access roads with taxiways ever since the airport re-did the runways and put in these roads. I have seen it at least 10-15 times since they put in these roads. They need to have updated markings, painted a different color, something that can be easily identified to pilots that they are not taxiways.

## Synopsis

BNA Tower Controller reported an aircraft stopped on the runway after confusing two unmarked access roads for possible taxiways causing another aircraft on final approach to go around. The Controller stated this is a common occurrence with these unmarked access roads.

## Time / Day

Date : 202307

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : AGC.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : AGC

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 : IFR

Mission : Personal

Flight Phase : Taxi

Route In Use : Visual Approach

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : AGC

Make Model Name : Medium Transport

Crew Size.Number Of Crew : 2

Flight Phase : Taxi

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 20400

Experience.Flight Crew.Last 90 Days : 180

Experience.Flight Crew.Type : 267

ASRS Report Number.Accession Number : 2016808

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Anomaly.Ground Event / Encounter : Other / Unknown  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 2  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

After landing on Runway 28 at Allegheny County Airport, AGC, I received instructions from the Control Tower to exit at A3, hold short of Taxiway A, and contact Ground. After making the left turn onto A3, I visually acquired the runway hold-short markings and noted how close they were to Taxiway A. Knowing an airplane was on final for Runway 28, I wanted to ensure I exited the runway by completely crossing those markings. As I was crossing the markings, which were very close to Taxiway A, I looked to my right and was surprised to see a fast-moving Aircraft Y taxiing eastbound on Taxiway A approaching my airplane. With the tail of my airplane still over the runway hold-short markings, I immediately stopped and noticed my propeller was very close to the edge of Taxiway A. As Aircraft Y passed my airplane, its left wing came within two feet of my airplane's propeller. Since there was no mention of holding short of Taxiway A for a taxiing airplane, I cleared the runway as normal. If that information was provided, I would have been more vigilant looking for the taxiing airplane while exiting the runway. The boundary of Taxiway A, Taxiway A3, Runway 28/10 and Runway 31/13 is designated as a Hot Spot because there's very little space there. That area is very dangerous and an inexperienced pilot or a pilot not paying attention could get confused at that location. There is no need for A3 and I believe its removal would prevent any future incidents or accidents.

## Synopsis

Small aircraft pilot reported while holding short at a taxiway, another aircraft came extremely close in proximity as it was taxiing. The other aircraft was taxiing at a fast speed and the reporter had to quickly stop while over the runway hold-short markings to avoid a collision.

## Time / Day

Date : 202307

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

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 : Training

Flight Phase : Taxi

Route In Use : None

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class D : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2700

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 1000

ASRS Report Number.Accession Number : 2015846

Human Factors : Communication Breakdown

Human Factors : Workload

Human Factors : Confusion

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

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 75  
Miss Distance.Vertical : 200  
When Detected : Taxi  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

I was PIC in the ZZZ Cessna 182. I was listening to both Tower and our Law Enforcement Officer radio. I had moved out of the runup area and was holding short about 40 feet from the Runway hold short line. An A319 had just landed and a Pilatus had taxied up parallel to me and announced then were in sequence. Tower cleared them ahead of me, which was great as the Airbus had just landed. The Pilatus took off and about 3 minutes later Tower told me to (what I heard) "Taxi into position and hold". I taxied out onto the Runway, before I actually entered Runway XX I heard Tower tell another Cessna to go around and a shadow passed overhead. What Tower had actually said was "Taxi into position at the hold line and hold", which to the best of my knowledge in 35 years of flying I have never heard before, especially as I was already within 40 feet of the hold line and there was no one around me. It was a totally unnecessary and confusing instruction. I read back the instruction (wrongly) and Tower did not catch it. My take on this: The instruction was unnecessary and unnecessarily confusing. I was already at the hold line and there was no one else waiting such that I would have had to move for them. I should have realized that the instruction was atypical and questioned. I should have looked for landing traffic before ever moving. I should not have been trying to run two radios at the same time. I should have heard the actual instruction, not what I wanted to hear. On the other hand Tower gave a non-standard instruction that was bound to be misunderstood by a pilot sitting by himself at the hold line of a Runway waiting nearly 4 minutes to be told he was cleared to take off. "Taxi into position and hold" is a Runway instruction. It is not to be modified for some other use such as taxi up and hold at the hold line. Fortunately it was not another A319 which flew over me; it would have flipped me upside down. When I called Tower, the Tower they must have listened to the tape as when I asked why he was asking me to move to a position I was already in using "Runway sounding language" he agreed it was probably a bad instruction. No harm, no foul but whew!

## Synopsis

Cessna 182 pilot reported a NMAC event while taxiing into position and hold. The conflict was caused by ATC utilizing misleading phraseology in their instructions.

## Time / Day

Date : 202306  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.Tower  
State Reference : US  
Relative Position.Distance.Nautical Miles : 1  
Altitude.MSL.Single Value : 500

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Personal  
Make Model Name : SR20  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : IFR  
Mission : Personal  
Flight Phase : Final Approach  
Route In Use : Vectors  
Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Personal  
Make Model Name : DA40 Diamond Star  
Operating Under FAR Part : Part 91  
Flight Phase : Taxi  
Airspace.Class D : ZZZ

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Personal  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Private  
Experience.Flight Crew.Total : 440  
Experience.Flight Crew.Last 90 Days : 19  
ASRS Report Number.Accession Number : 2014045  
Human Factors : Situational Awareness



## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 500  
When Detected : In-flight  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was flying from ZZZ1 to ZZZ on an IFR flight plan. I was inbound on the RNAV XX in visual meteorological conditions (VMC) at this point and was cleared for landing. While on short final (within a mile or so of the threshold) a Diamond Star took the runway after being issued a Hold Short instruction from Tower. The Tower tried to raise the pilot but having no joy, issued me a go-around. I had previously completed my missed approach procedure briefing and the airplane was configured with the missed approach (MA) altitude bugged and repeating the mantra in my head of how to execute the missed even though I had no reason to believe I would have to do one based upon the visual meteorological conditions (VMC); I try to be consistent for safety reasons. I saw the Diamond Star pull onto the runway when the Tower told me to execute a go-around. At this point, I started my missed approach procedure of applying full power, simultaneously hitting my takeoff/go around (TOGA) button for flight director (FD) pitch visual clues, and began my climb on runway heading to 1400 feet while anticipating a turn direct ZZZ Vortac at 3000. ATC then asked if I wanted to execute the missed approach or go visual. Unfortunately, I chose visual which, in retrospect, was a mistake on my part. At this point I was in a nose up attitude and was not paying attention to the ground traffic as I \*assumed\* the Diamond Star had just blown his Hold Short instruction and it was a "standard" runway incursion incident. My passenger was seated next to me and was leaning over the dash to see out over the cowling when she said "He's rolling!". I called Tower as they had not mentioned anything yet to confirm what my passenger was seeing. Tower confirmed and immediately approved a right cross-wind turn. I immediately executed while simultaneously registering my dissatisfaction with the Diamond to ATC. I then turned downwind but had not correctly monitored my reciprocal runway heading for right traffic and was extended out further from the pattern than I should have been. ATC gave me a heads-up and I told them I was not entirely familiar with the airspace; i.e. visual reference points and local customs. They were great and tucked me back in and the subsequent landing was uneventful. The ground controller suggested I call them to register a complaint. After shutting down, I spoke with the ground controller on the phone (who was actually the supervisor in the Tower that day) and he told me that in his 10 years at ZZZ1, this was by \*far\* the most dangerous pilot deviation he had seen. My Takeaways: What I think I did wrong: anticipating the unexpected and then not keeping to my plan in unfamiliar airspace. I learned to fly vast majority of my time at ZZZ2, which is just south of ZZZ3 Bravo [airspace]. Thus, I am very comfortable on the radios and in highly complex airspace. Prior to our trip, I studied the charts of the airspace in and around ZZZ

and \*thought\* I was good with it. Whelp... that can go right out the window when the unexpected happens. In this case, my first error was accepting the visual in an unfamiliar area. What I should have done was execute the missed approach as that was what was in my mind and what I was preparing for. Deviating from that in a highly dynamic, high stress, unfamiliar environment is a recipe for mistakes as evidenced by my non-standard pattern. I will make sure to also brief a visual go-around in anticipation of similar, future events. Letting my emotions potentially cloud judgment. I'm not gonna lie: I was pissed off. I looked at the ADS-B data and it shows my altitude somewhere between "surface/near surface" to 575 feet at the time I executed the go-around. Needless to say, that's concerning and I unfortunately let my reaction spill over to comms when I asked Tower "Tell me you're taking a number on this guy?!" to which they answered in the affirmative. While I don't \*think\* my heightened emotional state translated into unsafe airmanship, as we all know, it is the \*cumulative\* effect of x-factors (here a Black Swan event of a guy taking off without a clearance at a busy controlled airfield, unfamiliarity with the airspace and heightened emotions) that is the problem. At a minimum, it was a net-neutral but also as likely a net-negative. One can't control how their mind and body instinctively reacts emotionally to a highly stressful situation, but one can control how they act once realizing the heightened emotional state they are in. I teach college and I constantly harp on my students that it is \*never\* a sign of weakness to admit when you don't know something or ask for help. Here, although uncomfortable to ask considering I had studied the space earlier, I told ATC I was unfamiliar with the airspace and, as expected, they were tremendously helpful. I did fully concentrate on flying the airplane first and foremost and never felt like I was not in control of the aircraft. My initial missed approach routine was spot on just as I've practiced a million times. Even after deviating by going visual and doing a wider-than-I-should pattern, I had a smooth remainder of the flight evidenced by my not-generally-thrilled-to-fly passenger saying that she was never nervous.

## Synopsis

SR-20 pilot reported a ground conflict while on approach due to another aircraft on the runway. Pilot executed an ATC-directed go around and returned to land.

## Time / Day

Date : 202306  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 500

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Air Carrier  
Make Model Name : A321  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 121  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Landing  
Flight Phase : Final Approach  
Airspace.Class B : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : ZZZ  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Flight Phase : Taxi

## Component

Aircraft Component : Nosewheel Steering  
Aircraft Reference : Y  
Problem : Failed

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 2009215

## Events

Anomaly.Conflict : Ground Conflict, Less Severe  
Anomaly.Ground Incursion : Runway  
Detector.Person : Air Traffic Control  
When Detected : In-flight

Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

Below 500 ft, the tower told us to "go around". Go around was uneventful. When asked, ATC told us the go-around was directed because of an aircraft that had crossed the "hold position" line, then lost its nose wheel steering. Flew a box pattern to an uneventful approach and landing. Cause: The aircraft that crossed the "hold short" line.

## Synopsis

A321 pilot reported being directed by ATC to go around below 500 feet after another aircraft lost its nose-wheel steering and crossed the hold short line for their landing runway.

## Time / Day

Date : 202306

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Ceiling.Single Value : 1200

## Aircraft : 1

Reference : X

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 : IFR

Mission : Personal

Flight Phase : Taxi

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class D : ZZZ

## Person : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Non Radar : 3

ASRS Report Number.Accession Number : 2008418

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

## Person : 2

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  
ASRS Report Number.Accession Number : 2007853  
Human Factors : Training / Qualification  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Automation : Air Traffic Control  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 100  
When Detected : Taxi  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

I told Aircraft X to "taxi up to and Hold Short of Runway XXR" as I had his IFR release and other aircraft were entering the run-up area; I didn't want him to get blocked in the run-up area. The pilot read back the clearance correctly. I saw him taxi up a little bit and stop. I then checked my spacing between 2 Touch and Go (T/G) aircraft on and approaching the runway for separation. I looked down toward the departure end to see how far the T/G first aircraft was and if they were airborne yet. When I looked back toward the Displaced Threshold at the second T/G aircraft, I saw Aircraft X turning to line up with the centerline of Runway XXR. While the Second T/G aircraft was directly over top about 200 ft. At that time, I could not do anything to prevent the flyover. I tried to key up and say something, But stopped as I felt it was safer to not say anything at the time. I brashed Aircraft X and was going to taxi him clear of the runway but again it was safer to let him depart. As a taxi off would have created a Go-around for the IFR aircraft on final. Aircraft X then departed without further problems. This pilot has been causing problem over the last few weeks. It appears he does not understand ATC control instructions and I have yet to see him complete a Stabilized IFR approach. I would recommend an English Language check of ATC communication. I don't think English is his first language. As for the stabilized approaches, I would recommend he review Stabilized Approach educational material. I don't want anything bad to happen on one of his approaches. Being in a small aircraft doing an IFR approach at 140 kts is a bit much.

## Narrative: 2

I was waiting on Runway XXR in ZZZ airport for IFR release to ZZZ1. The tower asked me to line up and wait (which I complied with. I was on the runway not moving waiting for the tower to clear me to take off when I saw another airplane landing over me. I called the

tower to report and the tower blamed me for moving into the position. I did not want to argue with the tower who immediately cleared me to take off. The IFR flight ended uneventfully in ZZZZ. It is my belief that the tower failed to keep me and the other landing airplane by not ordering the landing plane to go around. It seem like at time of heavy IFR landings towers should have enough controllers to avoid landings when the runway is not vacant.

## Synopsis

Tower Controller and pilot reported confusion with a clearance led to a runway incursion causing another aircraft to go around.

## Time / Day

Date : 202305  
Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 400

## 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 : SR20  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Passenger  
Flight Phase : Final Approach  
Route In Use : Visual Approach  
Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.CTAF : ZZZ  
Make Model Name : King Air C90 E90  
Flight Plan : IFR  
Flight Phase : Takeoff / Launch  
Airspace.Class C : 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 : 150  
Experience.Flight Crew.Last 90 Days : 20  
Experience.Flight Crew.Type : 120  
ASRS Report Number.Accession Number : 2004034  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness



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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 350  
Miss Distance.Vertical : 500  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

At about XA: 30-XA: 45PM, I entered ZZZ airspace, Class C, on a right downwind (via a 45) for Runway XX. I made several downwind calls, a base call, and a short final call with long landing kilo (the glide slope I was flying would put me about halfway down the runway). As I am about to pass the threshold and go over the numbers, a plane that was previously holding short on [Taxiway] 1 suddenly pulls out in front of me and calls "IFR flight taking Runway XX," I immediately pull my power and adjust my glide slope accordingly so I can hopefully land behind the now accelerating plane, and I ask them to expedite, as I had already called that I was on short final. Luckily, they managed to get in the air, and I landed behind them. I did not have to go around and pull hard to offset to the left or to the right. However, to do so, I had to slow to a dangerously low speed. If I had been a faster aircraft, or if the offending aircraft had been slower (and if I wasn't paying attention and adjusted accordingly), things might not have ended the same way. My suspicion is that they were receiving an IFR clearance, were not monitoring CTAF until the last minute, and/or did not visually check for traffic on final before departing, or perhaps they saw me and thought they could get out in time. In any case, it is a dangerous attitude in my opinion to not visually verify for traffic before taking a runway, even if it is Class C airspace. It is completely possible the pilot was not aware of me, and I understand just how busy IFR can be. I think it would be beneficial to contact the pilot and make him aware of this, so that any future near misses can be more likely to be avoided entirely.

## Synopsis

SR20 pilot on short final reported a critical ground conflict with another aircraft taking off.

## Time / Day

Date : 202305

## Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : SFO

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 : Taxi

Airspace.Class B : SFO

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : SFO

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 : Taxi

Airspace.Class B : SFO

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : SFO

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class B : SFO

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 1744

ASRS Report Number.Accession Number : 2003397  
Human Factors : Situational Awareness  
Human Factors : Time Pressure  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
When Detected : Taxi  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Air Traffic Control : Separated Traffic

## Assessments

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

## Narrative: 1

We followed an Aircraft Y on final for 28R. The Aircraft Y cleared the runway at Taxiway Tango and were instructed to hold short of 28L. They complied and were holding short of 28L when we touched down on 28R. On our roll out we heard Tower clear the Aircraft Y to cross 28L. We were cleared to cross 28L approximately as we passed Taxiway E. As the Aircraft Y was on tango blocking us from clearing 28R in a timely manner, we continued to the next taxiway and exited at delta. As I turned onto delta, I saw the Aircraft Y moving. I was across the 28L hold short and well on to 28L when I realized the Aircraft Y was moving quite slow and not accelerated to a normal crossing speed. I had to stop on 28L to avoid contact with the Aircraft Y. The Aircraft Y moved slowly across the runway, never expediting in my view. It seemed they were single engine. The aircraft on final was getting pretty low. I considered a radio call. But I'm all too familiar with the disastrous results of a blocked transmission in ZZZ1. Maybe it was my perspective. But I thought the Tower go around call was a bit late. Things were looked tight enough I started to develop alternate plans to exit the runway if needed.

## Synopsis

Air carrier Captain reported unable to exit parallel runway after landing due to another aircraft blocking a taxiway resulting in a runway incursion and go-around. Captain indicated airborne traffic on final while their aircraft was blocked from exiting the runway onto the taxiway by a conflicting aircraft taxiing very slowly and not expediting. ATC instructed the aircraft on final to go-around due to the aircraft remaining on the landing runway and was blocked from entering the taxiway.

## Time / Day

Date : 202305  
Local Time Of Day : 0601-1200

## Place

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

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : FBO  
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 : Training  
Flight Phase : Taxi  
Route In Use : None  
Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : FBO  
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 : Training  
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) : 5  
ASRS Report Number.Accession Number : 2003341  
Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Distraction

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Aircraft X, student solo, called ready for departure at Runway XR. I instructed them to hold short of Runway XR. The pilot read back the instructions clearly. Aircraft Y had been cleared for a touch and go on Runway XR. I was issuing traffic for Aircraft Z, IFR, inbound from the northeast when Aircraft Y reported that they were going around. I responded with Roger and issued the wind. I continued to sort out the traffic for the inbound Aircraft Z. Ground Control then asked what the aircraft on Runway XR was doing. I looked up and saw Aircraft X lined up and waiting on Runway XR. I instructed them to exit the runway at XX intersection. I then issued the brasher. Pilot expectation bias was at play.

## Synopsis

A Tower Controller reported an aircraft on short final initiated a go-around due to another aircraft which had taxied onto the runway that the Controller had not noticed.

## Time / Day

Date : 202305  
Local Time Of Day : 1801-2400

## Place

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

## Environment

Flight Conditions : VMC

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : 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 : Taxi

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : 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  
Flight Phase : Landing

## Person : 1

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Captain  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 6350  
Experience.Flight Crew.Last 90 Days : 96  
Experience.Flight Crew.Type : 507  
ASRS Report Number.Accession Number : 2001061  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Pilot Not Flying  
Function.Flight Crew : First Officer  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Total : 5844  
Experience.Flight Crew.Last 90 Days : 206  
Experience.Flight Crew.Type : 206  
ASRS Report Number.Accession Number : 2002200  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

After landing [Runway] XXR, held short [Runway] XXL on high speed Taxiway 1. Cleared by Tower to expedite crossing [Runway] XXL and contact Ground once clear. Approximately 50 ft. past hold-short and accelerating, Aircraft Y appears approaching quickly from the left on [Runway] XXL. Aggressive stop by us. Aircraft Y kept right on rolling up to left turnoff. ATC declared, "Aircraft Y was supposed to turn off on [Taxiway] 2." Uneventful taxi continued to [Gate] XX.

## Narrative: 2

Upon landing [Runway] XXR in ZZZ, we vacated on [Taxiway] 1 and held short of Runway XXL on [Taxiway] 1 as instructed by ATC. We waited for our clearance to cross the runway. We then received a clearance to cross [Runway] XXL without delay since traffic was holding in position to depart. As we commenced crossing the runway, we noticed previously landed traffic, Aircraft Y, was still on the runway slowing to exit and had not cleared. This caused a conflict as we commenced to cross the runway. Realizing this, we brought the aircraft to a stop as Aircraft Y exited in front of us. This definitely caused some startle since ATC, to our knowledge, had not advised us of traffic exiting before us, only traffic holding in position. The Tower then realized we stopped and told us that the Aircraft Y was supposed to exit on Taxiway 2 instead of [Taxiway] 3 and told us to continue on

[Taxiway] 1. I then re-read the clearance and asked for ATC clarification if Aircraft Y would give way to us as we crossed the runway over to Taxiway 4 and onwards to [Taxiway] 5. The controller re-iterated the fact that the Aircraft Y was supposed to exit on [Taxiway] 2 and that they missed the turnoff and that they should give way as we crossed. Due to the close proximity of the taxiways, errors from Aircraft Y and ATC caused a conflict.

## Synopsis

Air carrier flight crew reported abruptly stopping to avoid a jet that had just landed and was exiting on the wrong taxiway, which caused a conflict as the flight crew just began to cross the runway after receiving clearance from ATC.



## Time / Day

Date : 202305

Local Time Of Day : 0001-0600

## Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Route In Use : None

## Person

Location Of Person.Facility : ZZZ.TWR

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1999990

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Workload

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Ground Personnel

## Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Human Factors

## Narrative: 1

Winds were gusting about 20 to 30 kts. down Runway XX, so we were landing Runway XX. Aircraft Y came in NORDO and had called on the telephone to obtain landing clearance and requested light gun signals as well. I maneuvered Aircraft X to follow #2. I had Aircraft Z inbound from east and he was cleared to land #3. When Aircraft Y landed, he called again on the telephone to obtain taxi clearance. I hung up the phone, walked back to the strip board to pick up the light gun from right next to it. I scanned the runway and surrounding areas because I was aware that a security car had driven on the runway the night before. I visually scanned Aircraft X who was next to the runway and then looked at Aircraft Z to ensure spacing. I walked the light gun to the back of the cab and put it back where it belongs. I turned around and saw the yellow strobe lights of a vehicle on Runway XX. I scanned to see where Aircraft X was so I could send him around but they were already on the ground. Pilot was able to stop faster than normal due to wind resistance. The security vehicle then accelerated (southbound) down the runway and turned right at Taxiway 1 where the vehicle exited the field. I continued to work my traffic and then called Company A security to report their vehicle's runway incursion. Person A would not give me any information. We do not have a dedicated airport police on field. I did not initially contact the Police Department as they almost never respond to our calls. They are not deemed high enough priority. I did later contact Police Department. I spoke to pilots of NORDO Aircraft Y and Aircraft X on telephone. Both pilots stated the security car came from the east side via Taxiway 2 from between Company B hangars and Company C, which is a blind spot for the tower. We cannot see from the Gate to Taxiway 3 on that section of Taxiway 2. NORDO pilot stated that he saw the car turn off of a road in the uncontrolled section of X Apron and he must have come through the gate behind him. According to security footage, this car was on the runway in 3 seconds from the blind spot on the field and there was no way we could have warned the plane in time as they were in the flare and feet from the ground at the time. I don't know. It would be nice to have some way to view that section of the field. Maybe a camera feed in the tower cab?

## Synopsis

A Tower Controller reported a blind spot from the Tower due to airport buildings prevented the Controller from seeing a vehicle enter the runway at the same time an aircraft was landing.

## Time / Day

Date : 202302

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

Ceiling.Single Value : 8000

RVR.Single Value : 6000

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Government

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 : Takeoff / Launch

Route In Use : Direct

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

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 : Government

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Air Traffic Control.Military : 34  
Experience.Flight Crew.Total : 8900  
Experience.Flight Crew.Last 90 Days : 6  
Experience.Flight Crew.Type : 100  
ASRS Report Number.Accession Number : 1994118  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Vertical : 150  
When Detected : In-flight

## Assessments

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

## Narrative: 1

Aircraft X was in number 1 position for takeoff, Runway XX ZZZ. Final was scanned for traffic, no radio report of traffic pattern aircraft was noted, and no aircraft seen on final. Aircraft taxied into position for takeoff on Runway XX, performed last checklist items and before power application noticed that another Cessna 172 or similar was flying approximately 150 to 200 ft. above the left side of the runway, possibly in execution of a go-around. The go-around aircraft cleared traffic to the left and I continued the takeoff in Aircraft X and accomplished the mission. After takeoff I received a radio call on UNICOM frequency from, I assume, the go-around aircraft "" **I did not get the call sign "" asking if I** knew I cut him off while he was on final. I apologized and informed him that I did not see him on final, to [which] he replied to the effect of no problem, no big deal.

## Synopsis

C172 pilot reported being notified of cutting off an aircraft on final after taking off from a non-towered airport.

## Time / Day

Date : 202304

Local Time Of Day : 1201-1800

## 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

Ceiling.Single Value : 3500

## Aircraft : 1

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Personal

Make Model Name : Mooney Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : Direct

## Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Takeoff / Launch

## 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 : Multiengine

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 1072

Experience.Flight Crew.Last 90 Days : 14

Experience.Flight Crew.Type : 600

ASRS Report Number.Accession Number : 1990170

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Confusion

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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 400  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

Aircraft Y entered Runway XX when I was on the takeoff roll on Runway XY. The wind favored Runway XY. Another aircraft had departed prior to my takeoff on Runway XY. This runway has a blind spot because it is not level. I entered Runway XY for takeoff. There is not a blind spot in this position. Aircraft Y was on the taxiway holding short of Runway XX. The aircraft entered Runway XX when I was 1/2 through my takeoff roll. I continued the takeoff because I would not be able to stop without hitting the other aircraft. This was the safest course of action given the aircraft entered the active runway in the wrong direction during my takeoff roll. I announced my position and intentions multiple times but later realized I was transmitting on the Center frequency instead on the Unicom frequency.

## Synopsis

Pilot reported a critical ground conflict during the takeoff roll when another aircraft entered the runway at the opposite end. Pilot continued the takeoff roll and overflew the opposite end aircraft.

## Time / Day

Date : 202304  
Local Time Of Day : 1801-2400

## Place

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

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : 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 : Taxi  
Route In Use : None

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : 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 : Takeoff / Launch

## Person

Reporter Organization : Government  
Function.Air Traffic Control : Local  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5  
ASRS Report Number.Accession Number : 1989273  
Human Factors : Confusion  
Human Factors : Distraction  
Human Factors : Time Pressure  
Human Factors : Workload  
Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

## Narrative: 1

I was working basic check during the event. I had issued Aircraft X instructions to hold short of Runway XXL. He read it back correctly. Then I went to clear Aircraft Y for takeoff and then coordinated with local control. Aircraft Y reported that he aborted takeoff because Aircraft X was crossing the runway. Then I canceled Aircraft Y takeoff clearance. I'm not sure why it happened because Aircraft X read back his hold short instructions correctly. I'm not sure what would prevent this from happening because I felt like I did everything I could to prevent this from happening.

## Synopsis

Tower Local Controller reported an aircraft aborted its takeoff due to another aircraft taxiing across the runway.



## Time / Day

Date : 202304

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

## Aircraft : 1

Reference : X

ATC / Advisory.ATC Facility : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Caravan Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Flight Phase : Final Approach

Route In Use.Other

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.ATC Facility : ZZZ

Aircraft Operator : Fractional

Make Model Name : Gulfstream IV / G350 / G450

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : None

## Person

Location Of Person.Facility : ZZZ.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 10

ASRS Report Number.Accession Number : 1988323

Human Factors : Confusion

Human Factors : Workload

Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Ground Equipment Issue

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : Airport

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

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

## Narrative: 1

I was the Radar Controller on Sector X. There was weather at ZZZ and all throughout Sector X airspace. I had multiple IFR aircraft that needed to be sequenced for the ILS approach. During this, Aircraft Y called me requesting an IFR clearance to ZZZ1. I issued a hold for release clearance and I instructed the pilot to call me back holding short of the runway. The pilot read back that he would call holding short of the runway. Approximately 20 minutes later, the Aircraft Y pilot called me for departure in which I told him to stand by due to traffic inbound on the ILS. The Aircraft X that was inbound on the ILS, called me on frequency to report that they were conducting the missed approach procedure not due to weather but due to an aircraft holding on the runway. I asked the Aircraft Y pilot if he was holding on the runway. He replied yes. Sector X is a very small chunk of airspace that sees a lot of traffic. Traffic at ZZZ has been increasing significantly. This includes business aircraft and local traffic. ZZZ serves as a main airport that practice approaches are being conducted, at all times of the day, mixed with other traffic. According to our NOTAMS, we are required to provide IFR separation to VFR aircraft conducting practice approaches. All of this traffic is making it more difficult to provide the services needed for ZZZ while at the same time controlling traffic and sequencing to other airports. This doesn't even include the VFR aircraft landing and departing that we're not talking to. We need to seriously consider having a Tower at ZZZ to help with workload, efficiency, and most importantly, safety. As it is now, the pilots call us on frequency for clearances and arrival cancellations. When our main and standby frequencies are out of service, and we have to switch to our backup frequencies, which is becoming more common, we cannot hear the pilots on the ground, nor can they hear us. If a pilot wants to talk to us on the ground at ZZZ, they have to call our supervisor or operations manager and relay clearances back and forth which makes it even more difficult and opens us up to more communication errors to the pilot. We have been asking for a Tower for quite some time now, hopefully this incident can be the gateway for that change.

## Synopsis

A TRACON Controller reported an aircraft on an instrument approach to a non towered airport initiated a go around due to another IFR aircraft holding for release on the approach end of the runway.

## Time / Day

Date : 202304

Local Time Of Day : 0001-0600

## 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

Ceiling.Single Value : 3000

## Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

## Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Landing

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 205

Experience.Flight Crew.Last 90 Days : 57

Experience.Flight Crew.Type : 205

ASRS Report Number.Accession Number : 1988300

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Troubleshooting

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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 400  
Miss Distance.Vertical : 150  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was taxiing from self-serve fuel down Taxiway 1 to Runway XXR for departure. After run up I was advised to switch to Tower and did so, and continued the taxi to the runway hold short bars. I called up Tower and said I was coming up on XXR and ready to go. Tower responded promptly with instructions to take off on Runway XXL. Although I was anticipating XXR for takeoff, being told to take off XXL was not out of the usual as I have received similar instructions at ZZZ prior to this event, where I have to cross the closer runway to depart off the left. When I was given this instruction, I very explicitly mentioned the left 2 times on my reply call to avoid any mistakes but also for myself as an out-loud reminder that I was now departing off the LEFT and not the original runway I had been planning for. I said "Ok, continuing to XX LEFT, and XX LEFT cleared for takeoff, Aircraft X". As I crossed the hold short and finished my final checks "Lights, Camera, Action, Finals Clear" - I looked left and immediately noticed another Cessna on a short final for XXR, while at the same time braking quickly and coming to a stop while the frequency also went crazy with blocked transmissions (assuming everyone chiming in to prevent a possible incursion or accident). Although I had begun crossing the hold short, I did not enter the actual pavement surface the runway and the other Cessna executed a safe go around. At that point I asked Tower what they wanted me to do, and they instructed me to 180 U turn and hold short XXR, which I complied with and was then cleared for takeoff from XXR. There had been a student pilot holding short opposite at XXL and its possible Tower thought that is who called for takeoff. I am always diligent with my final checks before taking a runway and departing, and I think my final look left before fully entering the runway is what prevented this from being more serious. From now on I will make sure to have a more "big picture" understanding before rolling for takeoff - I was thinking why did I not see him on my ADS-B and I realized because both my GPS units were zoomed in to airport taxi diagrams. I always cock the airplane sideways when holding short due to the high wing not allowing you to see any aircraft on final, but as I had been on a slow roll already when I was cleared for takeoff I did not get to see final until that final moment. A nice wake up call to always take it slow, and verify everything, and have that big picture situational awareness.

## Synopsis

C-152 pilot reported a critical ground conflict by crossing the runway hold short line during departure taxi. A landing aircraft executed a safe go around while the departing aircraft taxied behind hold short line.

## Time / Day

Date : 202303

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

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 : VFR

Mission : Training

Flight Phase : Parked

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : MU-2

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Captain

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 885

Experience.Flight Crew.Last 90 Days : 28

Experience.Flight Crew.Type : 400

ASRS Report Number.Accession Number : 1988187  
Human Factors : Confusion  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 5  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

Our aircraft was instructed to hold position in the ZZZ Runway XX runup area (West side of the runway) awaiting clearance for takeoff with a planned modified downwind departure in compliance with local noise abatement procedures. We were holding in the runup #1 for departure, with another aircraft holding short of Runway XX on [Taxiway] 1. A Mitsubishi MU-2 was instructed to hold short of the runup behind us #2 for departure, and to leave space for us to pull out. Tower cleared us for takeoff in front of the MU-2, and my student advanced the throttle to begin taxi to the runway for takeoff. As we began moving, the pilot of the MU-2 began taxiing without a clearance in front of our aircraft, with the tip of their right wing coming within 5 feet of our nose. My student immediately applied maximum braking. The MU-2 then began a sharp turn to rotate towards the runway entrance at high power, which caused excessive propwash to effect our aircraft, and directed FOD into our windshield and propeller. The MU-2 pilot requested clearance to take off in front of us while rolling across the hold short line for Runway XX, and was subsequently cleared for takeoff and departed. We departed several minutes later without incident.

## Synopsis

A Flight Instructor reported they were cleared for takeoff from the runup area but another aircraft took the clearance and taxied past them missing them by less than five feet.

## Time / Day

Date : 202303

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

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

Crew Size.Number Of Crew : 2

Flight Phase : Takeoff / Launch

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1985949

Human Factors : Communication Breakdown

Human Factors : Other / Unknown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying



Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
ASRS Report Number.Accession Number : 1985952  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
Human Factors : Other / Unknown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Automation : Air Traffic Control  
Detector.Person : Air Traffic Control  
Detector.Person : Flight Crew  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Aircraft X, landed [Runway] XXL, exited Taxiway 1, possibly [Taxiway] 2, clear of runway, Tower instructed us to hold short of [Runway] XXR at [Taxiway] 3. As I was making a slow turn at [Taxiway] 3 to hold short of [Runway] XXR, Tower cleared us to cross [Runway] XXR at [Taxiway] 3. FO (First Officer) cleared right, I cleared left visually and verbalized, turned appropriate lights on, and intentionally did not disarm speed brakes to prevent FO from being distracted with after-landing flow. As we crossed the hold bars and I gained a better perspective to our right, of potential traffic on [Runway] XXR, Tower told us to hold position and I nearly simultaneously saw an aircraft approaching, potentially taking off, on [Runway] XXR. We of course immediately stopped. I quickly thought about reversing, but we had one reverser inoperative, and although across the hold bars, we were clear of the actual runway surface. Also, the departing aircraft was a narrow body, so geometrically a collision shouldn't occur. After the departing aircraft became airborne, Tower cleared us to cross again, and we confirmed they had initially cleared us to cross, which they confirmed.

## Narrative: 2

Aircraft X. Upon landing on Runway XXL, we exited the runway at Taxiway 1 and were instructed by ATC to hold short [Runway] XXR at [Taxiway] 3. We did. Shortly after, ATC cleared us to cross [Runway] XXR at [Taxiway] 3. Both the Captain and I looked to make sure the runway was clear. On my side, I saw the lights of an aircraft at the end of the runway that appeared to be waiting **line up and wait. We started moving forward slowly** at that time. Then I saw the aircraft appear to be moving, and at the same time, the controller told us to stop. By this time, we were past the hold-short line, but still short of the runway edge line. Too close for comfort, however. The departing aircraft lifted off prior to our intersection. Shortly after, ATC cleared us a second time to cross. I clarified with

them that they cleared us to cross previously and they confirmed "yes." After that, we taxied to the gate uneventfully.

## Synopsis

A320 flight crew reported a critical ground conflict while taxiing to the gate. ATC cleared the flight crew to cross but there was another aircraft that was taking off on the runway prior to the intersection.

## Time / Day

Date : 202303  
Local Time Of Day : 1201-1800

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 25  
Light : Daylight  
Ceiling : CLR

## Aircraft

Reference : X  
Aircraft Operator : Personal  
Make Model Name : Champion Citabria 7ECA  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Training  
Flight Phase : Landing  
Route In Use : Direct

## Component

Aircraft Component : Tail Wheel  
Aircraft Reference : X  
Problem : Failed

## Person : 1

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Military  
Function.Flight Crew : Instructor  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Air Traffic Control.Supervisory : 10075  
Experience.Flight Crew.Total : 3185  
Experience.Flight Crew.Last 90 Days : 59  
Experience.Flight Crew.Type : 6  
ASRS Report Number.Accession Number : 1984296  
Human Factors : Workload  
Human Factors : Time Pressure

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Military  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Private  
Experience.Flight Crew.Total : 213  
Experience.Flight Crew.Last 90 Days : 10  
Experience.Flight Crew.Type : 29  
ASRS Report Number.Accession Number : 1984306  
Human Factors : Workload  
Human Factors : Time Pressure

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Conflict : Ground Conflict, Less Severe  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Excursion : Runway  
Anomaly.Ground Incursion : Runway  
Anomaly.Ground Event / Encounter : Object  
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft  
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control  
Detector.Person : Flight Crew  
When Detected.Other  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Overcame Equipment Problem  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance  
Result.Aircraft : Aircraft Damaged

## Assessments

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

## Narrative: 1

After a training flight to a grass strip (ZZZ1) for landing practice we returned to ZZZ we entered a right downwind for Runway XX and then extended for traffic. This led to about a 2.5 mile final. The student was at the controls, we made a normal straight in approach with everything normal and made a nice 3 pt. touch down with very little wind as the plane was rolling out it began to track left, the student had the rudder full to the right and this was not moving the nose I tried to correct it with the right brake from the rear seat as I did this the nose went hard to the right and the student tried to apply left break which in turn lifted the tail and the prop struck the ground. No one was hurt, we exited the aircraft and pushed it off the runway to clear it for traffic. I notified the Tower that we had broken the light and glass was likely on the runway. As I was talking to the Tower the lineman who was helping us noticed that the right tailwheel spring was missing the lineman and another person looked for it on the runway but was unable to find it. In the end I think that the tailwheel spring departed the aircraft at some point in the landing process. The airplane has a propeller strike and it bent the top of the firewall at the base of the wind

screen as well as a crushed spinner. Other than that very little damage to the aircraft was noticeable.

## Narrative: 2

The mission for the day was grass strip landings at a nearby private strip (ZZZ1). We departed ZZZ at approximately XA:00, flew to ZZZ1, performed several landings and returned to ZZZ at approximately XB:30. Following a normal approach to Runway XX at ZZZ, on landing rollout the aircraft veered sharply to the left. The aircraft was firmly on the ground, all three wheels, and ground speed was dropping rapidly, estimated 15-20 mph when the swerve started. Application of full right rudder was not enough to correct the left turn. I attempted to apply the right brake, but I believe that I did not get on the heel brake lever properly. The instructor in the back seat did apply the right brake, sending the aircraft to the right. At this point, I applied the left brake, which straightened the aircraft on the runway and the combination lifted the tail, resulting in a prop strike and damage to the prop spinner and cowling. When the aircraft rocked forward the ground speed was almost completely dissipated, the spinner mark on the runway was approximately 2 feet long. After striking the propeller and cowling, the aircraft returned to the normal 3-point position. Neither of us, at least at the time of the incident and writing this report, believed that we had suffered any injury. The Control Tower asked if we required assistance, and we responded that we did. We exited the aircraft and proceeded to push the aircraft clear of the runway rather than waiting for the assistance. After getting the aircraft to the ramp, we noticed the right tailwheel spring was missing. The ground crew that inspected the runway for FOD was unable to locate the missing spring. I do not know if the spring was lost on the final take-off at ZZZ1 or if it happened when the tail slapped back to the ground after the prop strike. However, the missing spring would explain why the aircraft did not respond to application of the right rudder at low speed.

## Synopsis

Champion Citabria 7ECA flight crew reported a loss of directional control during Tail Wheel landing training which resulted in a runway excursion. On post flight inspection it was revealed that the right tail wheel spring had departed the plane, a damaged landing light and no injuries reported.

## Time / Day

Date : 202303

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

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 : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Takeoff / Launch

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1981706

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Rejected Takeoff

Result.Flight Crew : Requested ATC Assistance / Clarification

## Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

## Narrative: 1

After landing, and clearing Runway XX on taxiway 1; I needed to give way to another aircraft on taxiway. Tower cleared Aircraft Y for takeoff. I advised the tower, our aircraft was still on the runway. He disregarded my calling, and cleared Aircraft Y to takeoff again. I once again said our aircraft is still on the runway, do not takeoff. The other airplane decided not to takeoff and an airliner went around. I believe the controller was trying to avoid any go arounds. Also, they should have told the other aircraft to give way to us. Tower needs to make sure that airplanes completely clear the runway before giving a takeoff clearance.

## Synopsis

A321 Captain reported having to stop short on a runway after landing to avoid a conflicting aircraft that was crossing on a taxiway. While holding in place to let the other aircraft pass, ATC cleared another aircraft for takeoff on the already occupied runway. After an announcement on frequency, the other flight crew opted not to takeoff and a fourth aircraft conducted a go-around.

## Time / Day

Date : 202302

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

## Person : 1

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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 1300

Experience.Flight Crew.Type : 5500

ASRS Report Number.Accession Number : 1977439

Human Factors : Confusion

Human Factors : Time Pressure

Human Factors : Workload



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

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : First Officer  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Last 90 Days : 180  
Experience.Flight Crew.Type : 630  
ASRS Report Number.Accession Number : 1977449  
Human Factors : Workload  
Human Factors : Time Pressure  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
When Detected : Taxi  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

[The flight] pushed on time. Ground Control instructed taxi to Runway XXL for departure and gave us a wheels up time of +15 min. We were then switched to Tower frequency with Aircraft Y holding short of Runway XXL full length and us as Aircraft X. Tower asked us to pull into the hold block for XXL to allow Aircraft Z behind us to access the runway via intersection Taxiway 1. Tower then gave Aircraft Z take off clearance from intersection Taxiway 1 but denied back taxi for full length. Aircraft Z then declined the takeoff clearance and informed Tower they would need to reload data and perform a checklist. After landing traffic on XXL, Tower asked Aircraft Z if they could move to give us access to the Runway via Taxiway 1, so we could make our wheels up time. Aircraft Y had a later wheels up time and was still holding short full length XXL. Aircraft Z was cleared to taxi down Runway XXL and clear Taxiway 2 back onto Taxiway 3. We were instructed to hold short of Runway XXL at Taxiway 1. I chose to hold our position in the hold block while we dealt with the additive condition of task loading with a runway change. Tower asked if we could take Taxiway 1. We replied on the radio that we needed a minute to load new data

and run a checklist. Tower responded that we had 50 seconds to make our wheels up time or we would need a new wheels up time. I responded to please get us a new wheels up time. Traffic permitting, Tower then cleared Aircraft Y and Aircraft Z for departure, leaving us as the only aircraft in the holding block. Tower informed us of our new wheels up time. We asked Tower if we should now expect a full length departure from XXL to which they replied, "Stand by." Approximately five minutes passed with no response from Tower on departure point. Approaching our new wheels up time, Tower instructed us to taxi up to and hold short of Runway XXL full length. With the intersection data loaded, I told Tower that each time they change our departure point, we need to load new data and run a checklist. Tower changed out taxi instructions to taxi up to and hold short of Runway XXL at Taxiway 1. As we taxied, the First Officer had deleted our data, when our clearance was for full length, but then reloaded when our taxi instructions changed to the intersection of Taxiway 1. As we approached XXL at Taxiway 1, Tower issued what we thought was position and hold on Runway XXL at Taxiway 1. With the additive conditions of task loading to accomplish the Before Take Off Checklist and the operational pressure to make our wheels up time along with meeting minimum fuel requirements for the flight, I was getting behind and did not hear Towers second clearance. I believe both the First Officers and I's expectation bias led us to believe that a second instruction from Tower would be a line up and wait. I did rely on my First Officers response to the call, which was line up and wait XXL at Taxiway 1. Tower did not catch our error nor make any correction. As I entered the runway at Taxiway 1, I cleared final and saw company aircraft at 800 ft on final approach. I thought it was tight but it fit into my expectation bias that Tower was trying to make our wheels up time since they had emphasized our first wheels up time. As I lined up on centerline for Runway XXL, I expected a takeoff clearance but none was received. After an awkward silence and glancing at the TCAS display and now seeing company at 600 ft on final I got the sinking feeling that there may have been a miscommunication. The next radio call was Tower instructing company to go around. Tower then asked us to copy down a phone number for possible pilot deviation. I think several things led to this communication error and runway incursion. I think the Tower Controller could understand the task loading created with multiple runway changes for intersection departures. Our error was allowing additive conditions to put us behind as a crew and then letting our expectation bias for making our wheels up time. This resulted in the communication error of reading back the wrong clearance. In the future I will not allow myself to take the runway if I feel behind for any reason regardless of a wheels up time.

## Narrative: 2

While taxiing to Runway XXL for departure, Tower informed us of a flow time to ZZZ1 and instructed us to pull into the hold pad. There was an aircraft holding short of the runway at Taxiway 4 intersection for the full length. As our flow time approached, Tower told us that we would have to depart from Taxiway 1 intersection, and that we would not be able to back taxi. At this time we informed Tower that we would have to re-run our performance numbers and it would take a few minutes. Tower responded that they would have to get a new flow time for us, which we said was OK. After we had new performance numbers for the Taxiway 1 intersection departure, we let Tower know and received a new flow time. While we were waiting for our new flow time, the aircraft that was on Taxiway 4 for the full length departed. We asked which intersection we could plan on departing from, since we would have to re-run our numbers again for full length. Tower told us to standby, but never answered our question. As our new flow time approached, Tower told us to taxi to the full length intersection at Taxiway 4, at which time we informed them that we would have to change our performance numbers again. As we were in the process of changing our performance numbers, Tower instructed us to hold short of the runway at the Taxiway 1 intersection. It was during this time of high workload, while undoing the changes we had begun to make so we could meet our flow time, that we mistook Tower's instruction for a

lineup and wait clearance. When reading back the instructions, we read back "Runway XXL at Taxiway 1 lineup and wait," and did not get any response or challenge from Tower. After lining up on the runway at Taxiway 1, we expected immediate takeoff clearance as there was an aircraft on final, but the clearance didn't come and the landing aircraft was instructed to go around. Once that aircraft was clear we were informed of the possible pilot deviation. We were then given takeoff clearance. If we had gotten earlier communications from Tower about the sequence of aircraft and the need for an intersection departure, we could've avoided the additive conditions that led us to be behind. If Tower had answered our question of what takeoff point we could expect for our new sequence we could've re-programmed our performance numbers while we were waiting, and we wouldn't have been task loaded at the last minute approaching our flow time. If we had told Tower we could only accept a Taxiway 1 intersection departure, when Tower instructed us to taxi for the full length, we could have avoided another last second change, which led to us being task loaded and miss hearing the second taxi instruction from Tower. If Tower had clarified our clearance after we read back XXL at Taxiway 1 lineup and wait we wouldn't have deviated from the initial instructions we were given.

## Synopsis

Air carrier flight crew reported a communication breakdown between flight crew and ATC which resulted in a critical ground conflict.

## Time / Day

Date : 202302  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.Tower  
State Reference : US

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Military  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 2  
Flight Plan : IFR  
Mission : Training  
Flight Phase : Taxi  
Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : 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  
Flight Phase : Final Approach  
Airspace.Class D : ZZZ

## Person

Reporter Organization : Government  
Function.Air Traffic Control : Local  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 9  
ASRS Report Number.Accession Number : 1977407  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Human Factors : Workload  
Human Factors : Time Pressure  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Separated Traffic

## Assessments

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

## Narrative: 1

Aircraft X called me after having received his IFR clearance for taxi instructions. I inquired as to whether they would like to depart Runway XR or Taxiway 1. Aircraft X stated that they would like to depart the runway and I then gave them taxi instructions to Runway XR at Taxiway 2 via Taxiway 3. Aircraft X readback the instruction without error and then requested to air taxi to the runway since their back wheel wasn't working properly. I approved the request for air taxi. Aircraft X then began their air taxi to Runway XR at Taxiway 2 and were picking up speed. I noticed they weren't slowing as they were approaching the runway and let the local controller know and Aircraft X then taxied onto the runway. I attempted to reach the helicopter on Ground frequency, but there was no response. Local control sent around at Aircraft Y that was on final to the runway, and had them offset right to prevent an overflight. Local control cleared the helicopter for take-off after establishing communications with them and the Supervisor asked the Departure Controller to give them a brasher warning with the phone number to the Tower. There is nothing I can think that would prevent this from reoccurring other than having the Military reevaluate their training program for their helicopter pilots. This is a recurring theme with Military pilots. This isn't the first instance that a Military pilot has taxied onto the runway or departed the runway without clearance from the Tower.

## Synopsis

Tower Controller reported a departing helicopter air taxied onto the runway for departure with an aircraft on short final for landing. Tower issued go around instructions to the arriving aircraft.

## Time / Day

Date : 202301

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : BTF.Airport

State Reference : UT

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : BTF

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

## Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : BTF

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 : Taxi

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 750

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 1966622  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Ground Incursion : Runway  
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 : Airport  
Contributing Factors / Situations : Environment - Non Weather Related  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Human Factors

## Narrative: 1

My student and I were holding short Runway 35. My student made a call that we were holding short. There was a company aircraft on the downwind abeam the numbers. We then made a call that we were taking Runway 35 and that we saw Aircraft Y and would keep the downwind traffic in sight. The airport was extremely busy. It was one of the only VFR days all week. The Aircraft Y made a double click on the frequency to show that they understood. As we lined up they called that they were on base. My student was practicing a short field take-off. We did full power and held the brakes. We checked the engine gauges and released the brakes. As soon as we saw our speed was about 55 indicated we saw an Aircraft Y directly ahead crossing west to east. I took control and decided to rotate because we were too close and too fast to stop. Rotate speed in this aircraft is 45 kts. The pilot showed up at the FBO and apologized. Said they looked, made a radio call, and then crossed but didn't see us. The other aircraft in the pattern landed and we talked as well. They said that they didn't hear the aircraft make a taxi call that they were crossing. My student also did not hear a call. The pilot of the Aircraft Y apologized multiple times and knew it was their fault. You could tell they really felt bad about the situation. They said they were trying to hurry for the base traffic and didn't know we were taking the runway.

## Synopsis

Instructor pilot reported during takeoff roll at a non-towered airport they observed an aircraft taxiing across the runway in front of them, so immediately rotated and flew over the taxiing aircraft.

## Time / Day

Date : 202301

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Light : Night

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

## Person

Location Of Person.Facility : ZZZ.TWR

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 12

ASRS Report Number.Accession Number : 1964504

Human Factors : Communication Breakdown

Human Factors : Human-Machine Interface

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Ground Personnel

## Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Other / Unknown

Detector.Automation : Air Traffic Control

Detector.Person : Air Traffic Control

When Detected.Other

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Rejected Takeoff

Result.Air Traffic Control : Provided Assistance

Result.Air Traffic Control : Issued Advisory / Alert



Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

I was working all the Local Control positions in a south flow. Aircraft X was cleared for takeoff Runway XXR after I had scanned the runway to ensure it was clear. There was a vehicle maneuvering just south of [Taxiway] XX that I was not talking to. I then cleared Aircraft Y for takeoff on Runway XY. The Ground Controller informed me that the pilot seemed to have difficulties with instructions. I had a law enforcement helicopter maneuvering near the departure course of the Runway XY departure. I then restricted the helicopter more east of the Runway XY departure course. I was issuing traffic to the Runway XY departure and getting a readback as I heard the ASDE alarm go off, showing a target on Runway XXR near [Taxiway] XX with Aircraft X departing Runway XXR. The vehicle had entered the runway at [Taxiway] XX. I cancelled the takeoff clearance of Aircraft X near [Taxiway] XY and he began to abort the takeoff. I then told the unknown vehicle to exit the runway with no response from the vehicle. Aircraft X was able to stop the aircraft north of vehicle. Ground Control was able to get Airport Operations out to the runway to check on the unknown vehicle. We were told the vehicle operator had just begun to work the overnight shifts and had a medical issue. Our ASDE equipment has not always been reliable lately. I was glad it was working properly today. I would recommend that we keep the equipment in working order and well maintained in a timely fashion. It may be a good idea to have a 2-person crew operating a vehicle for the first few shifts of an overnight crew to ensure they are aware of the surroundings at night.

## Synopsis

Tower Controller reported clearing an air carrier for takeoff but subsequently cancelled the takeoff clearance as the ASDE alarm alert had gone off. An unknown vehicle that was not in communication with the Tower had entered the runway.

## Time / Day

Date : 202301

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

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

Route In Use : None

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 981.3

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 372

ASRS Report Number.Accession Number : 1963467

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

## Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Vehicle

Detector.Person : Flight Crew  
Miss Distance.Horizontal : 300  
Miss Distance.Vertical : 0  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

During a training flight, my student and I were practicing landings on Runway XX at ZZZ. Upon one of our landings a fuel truck from the FBO was about to cross the runway. The FBO's procedure of having a fuel truck cross the runway is to have the dispatcher in the FBO call on the ZZZ CTAF "fuel truck preparing to cross runways", the dispatcher then radios to the fuel truck they can cross if no one replies. As the FBO was making their radio call for the truck to cross, my student and I were on our landing roll out. The fuel truck had already started crossing Runway XX-XY at taxiway X before the radio call was finished, this blocked us from transmitting on the radio to alert them. At this point the plane had reached the point of the runway between taxiway X and Y. My student had applied heavier braking action and the truck had seen that we were still on our landing roll out, which prompted him to brake to ensure there wasn't a collision. Better situational awareness, and the ability to have the fuel trucks radio on the CTAF themselves would prevent this from happening again.

## Synopsis

C172 flight instructor on training flight with student reported a ground conflict during landing rollout.

## Time / Day

Date : 202212

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : Marginal

Weather Elements / Visibility : Snow

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

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

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : 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

Flight Phase : Landing

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : 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 : Landing

## Aircraft : 4

Reference : A

ATC / Advisory.Tower : 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 : Takeoff / Launch

## 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) : 4  
ASRS Report Number.Accession Number : 1962525  
Human Factors : Communication Breakdown  
Human Factors : Confusion  
Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Distraction  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Other

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Anomaly.Ground Event / Encounter : Ground Equipment Issue  
Anomaly.Inflight Event / Encounter : Weather / Turbulence  
Detector.Person : Air Traffic Control  
Detector.Person : Other Person  
When Detected : Taxi  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Contributing Factors / Situations : Weather  
Primary Problem : ATC Equipment / Nav Facility / Buildings

## Narrative: 1

I was working Local Control West departing and arriving aircraft. The weather was IFR with a 1/2-mile visibility, snow, 3000-4000 RVR's and Braking action of good on Runway XXL. I had the IFR turn releases and call for release on the straight out departures. I had just cleared Aircraft X to LUAW (line up and wait) on Runway XXL and told him about traffic on about a 6-mile final waiting for an aircraft that departed off of the east Runway to go west bound. I cleared Aircraft X on a 280 heading for departure. Right after Aircraft X read back his takeoff clearance Aircraft Y who was on a 4-mile final said they were going around. I initiated go around instructions to Aircraft Y. After that I went straight to Aircraft X and canceled his takeoff clearance and to hold in position for the aircraft that was going

around. After taking care of Aircraft Y and shipping him to departure, I went back to Aircraft X and asked him if he needed more time on the Runway or to exit to rerun some numbers. He said he needed to exit and make some phone calls. I exited Aircraft X to turn right at [Taxiway] X and he read it back. Aircraft Z was next in line so I told Aircraft Z to LUAW. Right after that someone said that the aircraft that just exited need to move up a little bit more. Not sure who said it. Went back to Aircraft X and said can you move up a little bit more and he replied yes. I then went back and told Aircraft X to taxi up XY and hold short of XZ. Aircraft X read it back and started to move. I verified all of the movements on our ASDE radar. The Aircraft X showed he was clear of the Runway at all times when I lined up Aircraft Z. Even after Aircraft X read back the taxi instructions the aircraft showed it was moving on our ASDE. After showing movement on the ASDE I cleared Aircraft Z for takeoff without incident. I believe after Aircraft Z departed Aircraft X said he was stuck and could not move. I believe that [Taxiway] X was never cleared of snow prior to this event which led to Aircraft X to get stuck in snow. I landed two aircraft Aircraft A and Aircraft B with the information I had showing Aircraft X was clear of the Runway. I asked for on Operations vehicle to go and check on Aircraft X. It was after Aircraft B landed that Operations said that Aircraft X still had part of his aircraft (tail portion) still 20 to 30 ft. past the hold short line. After that I coordinated with the tower supervisor and Operations that I was closing Runway XXL until Aircraft X was clear of the Runway. I recommend during snow and low visibility where you cannot see the Runway or exits that if we have to cancel or clear an aircraft off of the Runway that we take them down to an area like [Taxiway] Y and beyond where the high-speed exits have been cleared of snow removal. Also, to get a call sign of the person giving me information about the aircraft who was stuck. I should have erred on the safe side and cleared the aircraft from [Taxiway] X by taxiing him north or south to make sure he was clear of the Runway. I should have taken the Aircraft X into account knowing that this is a longer airframe than the other Airbuses.

## Synopsis

A Tower Local Controller reported they cleared two aircraft to land and one to takeoff before realizing a previous aircraft exiting the runway was stuck in the snow and not past the hold short line. The reporter stated ASDE X indicated the aircraft had cleared the runway.

## Time / Day

Date : 202212

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Weather Elements / Visibility.Visibility : 10

Weather Elements / Visibility.Other

Ceiling.Single Value : 9000

## Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Chancellor 414A / C414

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

## 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 Plan : VFR

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

## Person : 1

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 : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 6000

Experience.Flight Crew.Last 90 Days : 60

Experience.Flight Crew.Type : 2500

ASRS Report Number.Accession Number : 1955345

Human Factors : Time Pressure

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

## Person : 2

Location Of Person.Aircraft : Y  
Location In Aircraft : Flight Deck  
Reporter Organization : Personal  
Function.Flight Crew : Single Pilot  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Captain  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 20000  
Experience.Flight Crew.Last 90 Days : 10  
Experience.Flight Crew.Type : 10  
ASRS Report Number.Accession Number : 1955364  
Human Factors : Communication Breakdown  
Human Factors : Time Pressure  
Human Factors : Workload  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Ground Excursion : Runway  
Anomaly.Ground Incursion : Runway  
Anomaly.Ground Event / Encounter : Aircraft  
Detector.Person : Flight Crew  
When Detected : In-flight  
When Detected : Taxi  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Overcame Equipment Problem  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was in my 414 with my wife. We stopped for fuel. I was about to taxi out on Runway X at ZZZ. VFR conditions. No taxiway. So before I back taxied on Runway X I announced on Unicom that I was going to back taxi on Runway X and I looked in both directions and saw no planes on final approach. I proceeded to back taxi and about 1k ft down the runway I see a plane on about a 1.5 mile final. I radioed 3 times and said I am taxiing go around. He did not answer me. I have a witness who was also in his plane with the radio on waiting for me to take off. I stopped and watched this RG continue to land so I taxied off



the runway on the grass. It was soft grass and muddy so I still had my tail sticking out on the runway. I shut my plane off immediately. The RG pilot touched down, then finally saw me and did a go around. After he landed I was very upset he didn't have his radio on. Also that he didn't see us until after he touched down. He was an elderly man who in my opinion should not be flying. My plane needed a tow but a local mechanic cleaned up the wheels. I ran it up and everything was fine and proceeded with my flight back to ZZZ1.

## Narrative: 2

Flying final at ZZZ to Runway X. Aircraft was taxiing back to Runway X for takeoff. I inadvertently had my radios on a other than CTAF (I thought i was on the correct frequency but it was on the other radio). I didn't notice the back taxiing aircraft until on very short final who had taxied off the runway into the grass with its tail extending over the runway. When i noticed the airplane i went around. No damage was done and I landed uneventful. The other aircraft wasn't damaged. Recommend that all non controlled airports have taxiways to the end of the runway so back taxi not required

## Synopsis

Pilot reported an evasive taxi off runway to avoid a collision with NORDO landing aircraft. Pilot of the landing aircraft reported they conducted a go around on short final approach when visual contact with the other aircraft was established.

## Time / Day

Date : 202211

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Corporate

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 : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : None

## 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

Flight Phase : Taxi

Route In Use : None

## Person

Location Of Person.Facility : ZZZ.TWR

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1.5

ASRS Report Number.Accession Number : 1952112

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Distraction

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Ground Incursion : Runway  
Detector.Person : Air Traffic Control  
When Detected : Taxi

## Assessments

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

## Narrative: 1

This was my first day back to the facility after a 3 day weekend. I initially worked Ground Control then slid over to work local 1 after about 50 minutes on position on Ground Control. It was routine traffic for the time of day. A high number of departures and arrivals and traffic pattern. Traffic was slowing down and at this point I had been on position in the Tower cab approaching an hour and 20 minutes. I issued Ground Control a conditional crossing to an Aircraft Y to cross Runway XXL at [Taxiway] XX behind a departing IFR Aircraft Z and that there would be traffic holding in position on Runway XXL full length. XX taxiway is 3,769 ft. from the approach end of [Runway] XXL where the traffic holding in position was, which was Aircraft X. After my Aircraft Z was airborne and I had adequate separation, I told Aircraft X to fly straight out and cleared them for takeoff on Runway XXL. I was looking out my window at Aircraft X and at the approach end of the runway, and also looking at my final because there was another Aircraft A on a mile final or so awaiting clearance. I completely forgot about the runway crossing at [Taxiway] XX. The Controller in Charge (CIC) asked me what I was doing since I allowed the crossing then realized that Aircraft Y was crossing the runway at [Taxiway] XX. I immediately attempted to cancel Aircraft X's takeoff clearance but instead I accidentally told Aircraft A to cancel takeoff clearance, but they were on the upwind of [Runway] XXL. Aircraft A read back "cancel takeoff clearance" but the aircraft at the approach end continued to roll slowly, I thought they were just powering down planning to exit the next taxiway. However, Aircraft X continued to roll, and I was confused. By the time myself and the CIC figured out I said the wrong call sign Aircraft Y was well across and off of the runway and Aircraft X had just begin to lift. I then resumed normal operations and continued working traffic and stayed on position for almost 2 hours and 25 minutes. Conditional crossings are very standard at ZZZ, this is something I have done hundreds of times since being certified. We have visual aids to remind us of crossings which are flashers that flash and make noises to remind controllers the runway is occupied. I was just in muscle memory mode working traffic, doing my best and completely forgot about Aircraft Y crossing downfield. There are already procedures in place to alleviate this situation from developing. My only recommendation in the future is just do my job better and be more vigilant. This is something that is a daily occurrence that happens multiple times a session.

## Synopsis

Tower Local Controller reported they forgot they allowed Ground Control to taxi an aircraft across their runway and cleared another aircraft for takeoff.

## Time / Day

Date : 202211

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Weather Elements / Visibility.Visibility : 40

Light : Night

## Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Falcon 900

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Taxi

Route In Use : Vectors

Route In Use : Visual Approach

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 24000

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 16500

ASRS Report Number.Accession Number : 1950953

Human Factors : Time Pressure

## Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Miss Distance.Horizontal : 50

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

Landed Runway XX exited right on [Taxiway] X. Ground cleared is to the FBO west via [Taxiway] Y, [Taxiway] Z, cross Runway XX/XY (notated close for maintenance). Crossing Runway XX/XY on [Taxiway] Z had to break hard to avoid being hit by very fast moving ( 40 mph ) large maintenance truck was traveling from our left ( north eastbound on Runway XX/XY). The truck made no effort to slow down to avoid hitting us indicating that he had not seen us and was not aware that ground had cleared us to cross the runway. We immediately notified ground who queried airport maintenance about the truck's movement.

## Synopsis

Air Taxi Captain reported a critical ground conflict, which required hard braking, with a fast moving maintenance truck while taxiing across a closed runway.

## Time / Day

Date : 202211

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

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 : Takeoff / Launch

## Component

Aircraft Component : Communication Systems

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 : 1100

Experience.Flight Crew.Last 90 Days : 15

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1950952

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Vehicle

Detector.Person : Flight Crew

Miss Distance.Horizontal : 50

Miss Distance.Vertical : 150

When Detected : In-flight

## Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Primary Problem : Ambiguous

## Narrative: 1

On taking off from ZZZ airport today, I noticed an airport service truck close to the left edge of the runway. The truck entered the runway, realized that I was coming, and pulled back to the edge. I didn't hear a radio call from the truck, and he apparently didn't hear mine when I took the runway. One factor here is that my aircraft has recently developed some ignition interference on the radio. It's possible the truck's radio wasn't able to overpower it. The truck was far enough down so that it was not a factor; I left the ground well before coming to his position.

## Synopsis

Pilot reported a critical ground conflict during takeoff with an airport service truck. Upon entering the runway, the driver realized the conflict and exited the runway.

## Time / Day

Date : 202211

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : .25

Altitude.AGL.Single Value : 300

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator.Other

Make Model Name : AG-CAT Turbo

Operating Under FAR Part : Part 137

Flight Plan : VFR

Mission : Agriculture

Flight Phase : Landing

Route In Use : Visual Approach

Route In Use : Direct

Airspace.Class G : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization.Other

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 11245

Experience.Flight Crew.Last 90 Days : 104

Experience.Flight Crew.Type : 6000

ASRS Report Number.Accession Number : 1947622

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

## Events



Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Ground Incursion : Runway  
Anomaly.Inflight Event / Encounter : Fuel Issue  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 20  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

While returning from a Part 137 mission Northbound, the Tower issued a frequency change to local advisories. At 3 miles south of ZZZ, the airfield, I announced my landing intentions. When I turned short final I noticed a white truck parked perpendicular to runway and blocking a portion of the grass runway. The truck was parked near the white displaced threshold markings. I announced on UNICOM: "Why is there a truck on my Runway" with no response. I then announced; "get that truck out of the way" again with no response. I was un-aware that three men were out of the truck and were retrieving "counting" equipment. The equipment was chained to a runway light. Without knowing rather the truck was "stuck" or otherwise immobile combine with the minimum required fuel I had onboard, I elected to land, missing the truck by nearly 20 ft. In my profession, 20 ft. is plenty of room. I spend the majority of my flight time near obstacles. However, this could of been an absolutely terrible position for an average pilot to be faced with. I intend to discuss this incursion and how we can prevent this type of situation. Note: Time-in-Type was estimated.

## Synopsis

AG-CAT pilot reported a vehicle was stuck on the runway while on final approach. Due to fuel concerns, the pilot decided to land overflying the truck by 20 feet.