ASRS Database Report Set

Rotary Wing Aircraft Flight Crew Reports

Report Set Description.....A sampling of reports from flight crew of rotary wing aircraft.

Update Number.....36

Date of Update.....October 5, 2023

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

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

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000

TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

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

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

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

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

B Hooey

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

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

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

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

Report Synopses

ACN: 2007198 *(1 of 50)*

Synopsis

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

ACN: 2002793 *(2 of 50)*

Synopsis

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

ACN: 2002454 *(3 of 50)*

Synopsis

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

ACN: 2002103 *(4 of 50)*

Synopsis

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

ACN: 2000682 *(5 of 50)*

Synopsis

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

ACN: 2000393 *(6 of 50)*

Synopsis

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

ACN: 1997956 *(7 of 50)*

Synopsis

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

ACN: 1996747 *(8 of 50)*

Synopsis

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

ACN: 1995110 *(9 of 50)*

Synopsis

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

ACN: 1994203 *(10 of 50)*

Synopsis

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

ACN: 1993430 *(11 of 50)*

Synopsis

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

ACN: 1990658 *(12 of 50)*

Synopsis

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

ACN: 1987579 *(13 of 50)*

Synopsis

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

ACN: 1987489 *(14 of 50)*

Synopsis

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

ACN: 1987138 *(15 of 50)*

Synopsis

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

ACN: 1984964 *(16 of 50)*

Synopsis

C182 Pilot reported landing on a runway that was already occupied by a helicopter and the need to employ hard braking to avoid a collision.

ACN: 1984853 *(17 of 50)*

Synopsis

CRJ-200 Captain reported a NMAC with a helicopter during approach. The flight crew complied with TCAS instructions until clear of traffic and resumed the approach.

ACN: 1983288 *(18 of 50)*

Synopsis

Pilot reported a NMAC event during landing low pass with a helicopter. Conflict dissipated before visual contact was established.

ACN: 1981001 *(19 of 50)*

Synopsis

Helicopter pilot and single engine aircraft pilot reported a NMAC between the two aircraft when the single engine aircraft overtook the helicopter on short final during a visual approach.

ACN: 1978460 *(20 of 50)*

Synopsis

Pilot reported a NMAC with a helicopter during approach to landing at a non towered airport.

ACN: 1978410 *(21 of 50)*

Synopsis

C172 Pilot reported a NMAC with a helicopter passing 300 ft. horizontally while on approach to a non towered airport.

ACN: 1977983 *(22 of 50)*

Synopsis

Helicopter pilot reported the inability to use the TXK airport lighting as a visual aid to navigate due to the airport lighting being turned off while the Tower is open at night. Upon questioning, ATC stated the lights are turned off when there are no inbound aircraft as a cost cutting measure.

ACN: 1977407 *(23 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: 1977107 *(24 of 50)*

Synopsis

Air Carrier B737-800 flight crew reported a NMAC when military helicopter deviated from ATC coordinated flight path into the air carrier's approach path, without TCAS warning. Air carrier Captain performed an evasive go around to maintain visual separation, then landed.

ACN: 1972260 *(25 of 50)*

Synopsis

Military helicopter pilot reported a near miss by observing nearby aircraft on EFB starting to climb directly under the aircraft, causing the pilot to take evasive action to avoid a collision.

ACN: 1971478 *(26 of 50)*

Synopsis

A TRACON Controller reported a VFR helicopter below the Minimum IFR Altitude contacted them requesting an IFR clearance after they entered IMC weather.

ACN: 1971103 *(27 of 50)*

Synopsis

Center Controller reported a helicopter deviated from their assigned route and was flying towards higher terrain.

ACN: 1971000 *(28 of 50)*

Synopsis

Pilot reported Rotor RPM decay and made an off airport landing. After maintenance inspection, pilot flew back to base airport.

ACN: 1968489 *(29 of 50)*

Synopsis

Recreational UAS pilot reported while flying their UAS they heard a fast approaching helicopter. The UAS pilot took evasive action to avoid a collision and landed the UAS.

ACN: 1968255 *(30 of 50)*

Synopsis

Corporate rotor wing pilot reported taking evasive action while on approach at a heliport to avoid hitting a UAS.

ACN: 1967578 *(31 of 50)*

Synopsis

Center Controller reported handing off a helicopter to Approach below the minimum IFR altitude.

ACN: 1967557 *(32 of 50)*

Synopsis

Bell 206L pilot flying reported limited cyclic control movement while maneuvering and diverted to a nearby airport. Upon inspection, Maintenance found a manifest container wedged between the cyclic knuckle and foot floor plate.

ACN: 1962098 *(33 of 50)*

Synopsis

MEDEVAC Helicopter pilot reported a VFR into IMC conditions event after the weather deteriorated faster than expected requiring an immediate climb to return to VFR conditions.

ACN: 1961923 *(34 of 50)*

Synopsis

Helicopter pilot reported a NMAC event in SFAR airspace with another helicopter that was not communicating on frequency. Evasive action was required to avoid a collision.

ACN: 1958778 *(35 of 50)*

Synopsis

Military Flight Instructor reported a conflict with an airport service vehicle while approaching the runway.

ACN: 1958351 *(36 of 50)*

Synopsis

Single Pilot reported a NMAC with a helicopter as both were taking off from a non-towered airport.

ACN: 1957273 *(37 of 50)*

Synopsis

S76 Medevac Captain reported aborting takeoff from taxiway after observing NORDO traffic on take-off which resulted in a NMAC.

ACN: 1955679 *(38 of 50)*

Synopsis

Pilot reported communications problems led to the helicopter being flown on a ferry flight back to base without proper documentation and procedures. The pilot removed the aircraft from service after arrival back at home base.

ACN: 1953623 *(39 of 50)*

Synopsis

C172 Flight Instructor reported taking evasive action to avoid reported helicopter traffic resulted in an airspace violation and NMAC.

ACN: 1949177 *(40 of 50)*

Synopsis

Flight Instructor reported a NMAC with a helicopter after ATC issued a traffic alert. The helicopter was not in communication with ATC.

ACN: 1948309 *(41 of 50)*

Synopsis

Flight Instructor on training flight with student reported NMAC with Blackhawk helicopter.

ACN: 1947420 *(42 of 50)*

Synopsis

BJC Local Controller reported a failure to properly separate a departing fixed wing from an arriving helicopter resulted in a NMAC.

ACN: 1947409 *(43 of 50)*

Synopsis

Center Controller reported they cleared a helicopter on a route at an altitude below the Minimum IFR Altitude.

ACN: 1947048 *(44 of 50)*

Synopsis

Air Carrier Captain reported on final approach at DCA, a near miss with a helicopter, which was lifting off from a nearby hospital. The proximity of the helicopter resulted in a RA and missed approach.

ACN: 1945582 *(45 of 50)*

Synopsis

A Center Controller reported they issued a direct routing to a helicopter which placed it 100 ft. below the Minimum Enroute Altitude.

ACN: 1944332 *(46 of 50)*

Synopsis

Jet/Long Ranger/206 pilot/Inspector reported a bolt was missing from the tail rotor gearbox cover and was overlooked on inspection prior to flight.

ACN: 1943774 *(47 of 50)*

Synopsis

Helicopter pilot reported a NMAC with a light aircraft in the vicinity of ISP airport.

ACN: 1941865 *(48 of 50)*

Synopsis

Technician reported errors in communication and procedures during a field trip to repair and recover a Eurocopter AS 350 with a main gear box chip detector light illuminated.

ACN: 1939197 *(49 of 50)*

Synopsis

A sightseeing tour operator reported UAS operations taking place within 100 yards from their base of operations which delayed the landing of a helicopter.

ACN: 1938809 *(50 of 50)*

Synopsis

Flight Instructor on training flight reported NMAC with a helicopter during takeoff roll.

Report Narratives

ACN: 2007198 *(1 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

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

Environment

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

Aircraft : 1

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

Aircraft : 2

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

Person

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2002793 *(2 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 2.5
Altitude.AGL.Single Value : 400

Environment

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

Aircraft : 1

Reference : X
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Weight Category (UAS) : Micro
Configuration (UAS) : Multi-Rotor
Flying In / Near / Over (UAS) : People / Populated Areas
Flying In / Near / Over (UAS) : No Drone Zone
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Aircraft : 2

Reference : Y
Aircraft Operator : FBO
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Passenger
Flight Phase : Cruise

Person

Reporter Organization : Air Taxi
Function.Flight Crew : Other / Unknown
Function.Other
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 5500
ASRS Report Number.Accession Number : 2002793
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2002454 *(3 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

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

Environment

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

Aircraft : 1

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

Aircraft : 2

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

Person

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2002103 *(4 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

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

Environment

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

Aircraft : 1

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

Aircraft : 2

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

Person

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

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2000682 *(5 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1801-2400

Place

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

Environment

Weather Elements / Visibility.Visibility : 10

Aircraft : 1

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

Aircraft : 2

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

Person

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

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 2000393 *(6 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : VDF.Airport
State Reference : FL
Altitude.AGL.Single Value : 40

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : FBO
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ZZZ
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Training
Flight Phase : Landing
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 419
Experience.Flight Crew.Last 90 Days : 179
Experience.Flight Crew.Type : 308
ASRS Report Number.Accession Number : 2000393
Human Factors : Communication Breakdown
Human Factors : Distraction

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 1997956 *(7 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Cessna 350
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : SVFR
Mission : Personal
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Flight Plan : None
Flight Phase : Initial Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 2700
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 1997956
Human Factors : Workload

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 1996747 *(8 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 131
Relative Position.Distance.Nautical Miles : 13
Altitude.AGL.Single Value : 230

Environment

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

Aircraft : 1

Reference : X
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Ambulance
Flight Phase : Landing
Route In Use : Direct
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator.Other
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Surveying / Mapping (UAS)
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial

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

Events

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

Assessments

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

Narrative: 1

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

feel there is a chance for this individual to take a step back and remember we are not immune from accidents, and every flight isn't a normal everyday thing. It needs to be taken with utmost seriousness every time you climb in and out of a cockpit. Every time you do something new or not normal you're taking grave risks, like leaving your designated flight path for a look at something. Highway Patrol and local law enforcement reported the aircraft to ZZZ Approach, to tell the yahoo to wave off and leave the area, I am unsure as to whether that was effective in getting this pilot to leave the area or not.

Synopsis

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

ACN: 1995110 *(9 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1240

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Ceiling.Single Value : 12000

Aircraft : 1

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

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : UH-1N Twin Huey
Operating Under FAR Part : Part 91
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 5000
Experience.Flight Crew.Last 90 Days : 40
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 1995110

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 1994203 *(10 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 2.5
Altitude.AGL.Single Value : 250

Environment

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

Aircraft : 1

Reference : X
Aircraft Operator : Corporate
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Passenger
Flight Phase : Parked
Route In Use : None
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Cruise
Flight Phase : Hovering (UAS)
Airspace.Class D : ZZZ
Configuration (UAS) : Multi-Rotor
Flying In / Near / Over (UAS) : People / Populated Areas
Flying In / Near / Over (UAS) : No Drone Zone
Flying In / Near / Over (UAS) : Aircraft / UAS
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Gate / Ramp / Line
Reporter Organization : Corporate
Function.Other
Qualification.Flight Crew : Rotorcraft
Qualification.Flight Crew : Commercial

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 1993430 *(11 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BNA.Airport
State Reference : TN
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : BNA
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Ambulance
Flight Phase : Cruise
Route In Use : None
Airspace.Class E : BNA

Person

Location Of Person.Aircraft : X
Location Of Person.Facility : BNA.TWR
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4
ASRS Report Number.Accession Number : 1993430
Human Factors : Situational Awareness
Human Factors : Communication Breakdown

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 1990658 *(12 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : BNA.TRACON
State Reference : TN
Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : BNA
Aircraft Operator : Military
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Flight Plan : VFR
Mission : Training
Route In Use : None
Airspace.Class E : BNA

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : BNA
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Ambulance
Flight Phase : Cruise
Route In Use : VFR Route
Airspace.Class C : BNA

Aircraft : 3

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

Person

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 1987579 *(13 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 0601-1200

Place

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

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Military
Make Model Name : Helicopter
Crew Size.Number Of Crew : 4
Flight Plan : IFR
Mission : Training
Flight Phase : Climb
Airspace.Class E : ZZZ

Person

Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8
ASRS Report Number.Accession Number : 1987579
Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation - Altitude : Undershoot
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

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

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

Synopsis

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

ACN: 1987489 *(14 of 50)*

Time / Day

Date : 202303
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 0
Altitude.MSL.Single Value : 1700

Environment

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

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Jet/Long Ranger/206
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Cruise
Route In Use : Direct

Component : 1

Aircraft Component : Gearbox
Aircraft Reference : X
Problem : Malfunctioning
Problem : Improperly Operated

Component : 2

Aircraft Component : Company Operations Manual
Aircraft Reference : X
Problem : Improperly Operated

Component : 3

Aircraft Component : Aircraft Logbook(s)
Aircraft Reference : X
Problem : Improperly Operated

Person

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

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

Events

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

Assessments

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

Narrative: 1

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

Synopsis

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

ACN: 1987138 *(15 of 50)*

Time / Day

Date : 202303
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 7
Light : Daylight
Ceiling.Single Value : 180

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : F-28 Enstrom Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Route In Use : None
Airspace.Class D : ZZZ

Aircraft : 2

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

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 200
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 1987138
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Other / Unknown

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

Events

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

Assessments

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

Narrative: 1

I was operating a piston helicopter (solo) from ZZZ1 traveling toward ZZ2, transitioning through ZZZ Class D airspace. This is a common VFR route that is used by many GA aircraft. The route from ZZZ1 to ZZZ is along [a highway], which is a bridge and causeway, running parallel with ZZZ3 Class B airspace. Before entering ZZZ class D airspace, I contacted ZZZ ATC about my intentions to transition through their airspace on the way toward ZZZ2. I was instructed to fly over the field at or above 1000 ft. At the typical point (toll plaza) I turned toward the Control Tower to fly over the center of the field. As usual, I ask for an altitude check and was told they saw me at 1000 ft. As I approached the airport, the ADS-B was starting to warn of "TRAFFIC 10 O'CLOCK". Just then, ATC sent a radio message "TURN RIGHT, TURN RIGHT", which I did. It was at that point I saw the aircraft at 10:00, approximately 200 ft. away fly past at 50 ft. below in a climb. If my position was one second later we would have intersected. As I was taking in what just happened, the ADS-B began to warn of other traffic, so I resumed my original course toward the tower. It appeared the ATC was very busy. I initially thought of yelling "[what] just happened?" but I just wanted to get clear of the airspace.

Synopsis

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

ACN: 1984964 *(16 of 50)*

Time / Day

Date : 202303
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 : Turbulence
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Helicopter
Flight Phase : Landing
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 221
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 1984964
Human Factors : Workload
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Departing from ZZZ1 for a short flight to ZZZ for maintenance. Though reported winds didn't seem very strong, actual conditions were a different story. After takeoff the plane climbed surprisingly fast achieving pattern altitude prior to the crosswind turn. Departed that pattern from the crosswind climbing to 1500 ft. for the short flight to ZZZ. Found difficulty leveling the plane for cruise in the choppy air; reduced speed to compensate. The entire journey was shockingly bumpy. Had I had a passenger, I would've returned home. Not having a passenger I saw an opportunity for a crosswind landing. After checking weather I verified my assumption that ZZZ was landing on Runway X. Had the winds been on XX I would've gone home due to the trees on that end. I checked in with Advisory in accordance to the Special Flight Rules and continued my arrival. The air was quite turbulent over a lake causing numerous corrections to maintain level flight. Typical procedure at ZZZ for Runway X is to come in long, base to final, never entering an actual pattern, though today the flight school based there was quite active and I heard 3 planes in the pattern. I heard a "go around" called, my assumption was because of wind and student pilots. I heard multiple position calls on the radio. Due to the traffic and conditions I thought it prudent to make a radio call, knowing all these planes most likely has CFI's onboard. I stated that I knew typical procedure was base to final but did they want to me to cut over and enter a pattern. The response I received was to go ahead with my approach. Following the railroad tracks would be the norm performing a long arcing base to short final. With the winds like they were I went a bit wide skirting the border of the Special Flight Rules space so I could achieve a cleaner straight final approach. As a low hour pilot I was very critical on my approach procedure setup and I remember mumbling my mantra "settle for nothing." Achieving a stabilized approach was very difficult. I was moments away from a go around, still too high when I achieved balance. My descent was stabilized and I was focused on target, on the number. I made a radio call, traffic, Aircraft X on final Runway X." Crosswind correction, throttle, a little more speed for the wind. The numbers, crosswind correction, the numbers, correcting.... I remember entering my flare and thinking what is that? Crosswind correction, touchdown. It's a helicopter! Crosswind correction, brakes, more brakes. I remember when I realized the helicopter wasn't moving. Just hovering about 4 or 5' off the runway about midfield. What is that sound I thought? It's the sound of the brakes locked up. The plane slid a bit left and right. Should I go into the grass? To make a dramatic story a bit shorter, I safely brought the plane to a stop on the runway short of the helicopter, which, of course, had no idea I was behind him. No damage to man or machine, though I probably gave the helo pilots a scare with my urgent radio call, "Helicopter climb, helicopter climb, helicopter climb. Which he did after I was stopped. I exited the runway, completed my business and flew home. While in the building a CFI and his student reported they hit their heads on the ceiling of their plane due to turbulence. The turbulence and wind were very sporty. The real question is how did I not see a helicopter on the runway? That's a simple answer. I was too focused on the approach and did not see or cognitively acknowledge its presence on the runway. I'm sure workload was a significant factor. I know that I did not know a helicopter was in

or near the pattern. I have no recollection visibly or audibly that there was a helicopter to consider. After speaking with a couple CFI's I'm told this is not uncommon. A new skill I need to urgently add to my bag. In hindsight I know a helicopter yields to a fixed wing, but at that moment the runway was his, though I didn't know he was there. In all of my limited experience I have never known a helo to be hovering over a runway. I've always seen them over a taxi way or grass. I've observed them flying down a runway, but never just hovering there while 4 planes are in the pattern. Does one do a low level go around over the top of a hovering helicopter? Surely that's not a thing. I will be perusing extensive training on the matter in an effort to understand more about helo procedures and what I should expect to see from them. I can tell you nothing in my PPL training prepared more for this event. I believe there is a lot to be learned from this event and I intend to learn it and share it with others.

Synopsis

C182 Pilot reported landing on a runway that was already occupied by a helicopter and the need to employ hard braking to avoid a collision.

ACN: 1984853 *(17 of 50)*

Time / Day

Date : 202303
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Altitude.AGL.Single Value : 300

Aircraft : 1

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 200 ER/LR (CRJ200)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : VFR
Mission : Passenger
Flight Phase : Final Approach

Aircraft : 2

Reference : Y
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1984853
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Automation : Aircraft TA
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Narrative: 1

We were operating from ZZZ1 to ZZZ. We were doing a visual approach for Runway XX in ZZZ when we had a conflict resolution from our TCAS system about 5 miles from the airport. A few seconds before we got the warning, I saw the helicopter coming towards us so I took the controls from the First Officer (FO) because I was able to see it off my side of the plane. While I was climbing away from the helicopter is when we got the TCAS avoidance maneuver call from the plane. I maintained the airplanes suggestion while keeping visual with the helicopter. After we were clear of conflict we continued onto our approach. Last time I saw, it said we were 300 feet from the helicopter and descending into it before I took control. The helicopter was just outside the class D of ZZZ so we had no communication with it and flew through the FAF at the FAF altitude at the same time we were doing our approach.

Synopsis

CRJ-200 Captain reported a NMAC with a helicopter during approach. The flight crew complied with TCAS instructions until clear of traffic and resumed the approach.

ACN: 1983288 *(18 of 50)*

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.MSL.Single Value : 400

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 5000

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Beechcraft Single Piston Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach

Aircraft : 2

Reference : Y
Aircraft Operator.Other
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission.Other
Flight Phase : Final Approach

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 199
Experience.Flight Crew.Last 90 Days : 9
Experience.Flight Crew.Type : 118
ASRS Report Number.Accession Number : 1983288
Human Factors : Workload
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative: 1

On the first flight after engine maintenance at ZZZ, I was conducting a couple of low approaches over ZZZ before heading to my final destination at ZZZ1. During my second pass around the traffic pattern, tower cleared me for the low approach to Runway XX while I was in the left downwind. I executed a base turn and continued the turn for a short final and low pass. I slightly overshot final, putting me almost as far as taxiway. While descending through approximately 400 ft. just before the runway threshold (now lined up with XX), there was a helicopter approximately 50-100 ft. off of my right wing at my altitude. By the time I saw the helicopter, I could see there was no imminent collision, albeit it was quite close. I arrested my descent and turned slightly left. After I had already passed the position of the helicopter, tower called for me to side-step toward the river (left), so I further side-stepped, but the event was already over. I believe there were several factors that caused this near collision: There was a lot of radio traffic around the time of the event with a couple of helicopters in the airport area as well as several other aircraft coming and going. I believe the Tower Controller was possibly at the extreme of what he was capable of dealing with in terms of workload. I slightly overshot final (though this shouldn't have been a factor). My base/final were executed as a close approach as soon as I was cleared and possibly faster than what tower expected. My own situational awareness was overly focused on engine performance/instruments. Preventative measures I could do next time: Communicate clearly with tower if I plan to make a close approach during any maneuver. Do not over shoot final (even when there are no parallel runways, helicopters often use the taxiway). Do best to keep better situational awareness, though in this case, there was a lot happening in the pattern area and I did not expect the helicopter to be there based on the radio calls.

Synopsis

Pilot reported a NMAC event during landing low pass with a helicopter. Conflict dissipated before visual contact was established.

ACN: 1981001 *(19 of 50)*

Time / Day

Date : 202303
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

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
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 131
Experience.Flight Crew.Last 90 Days : 34
Experience.Flight Crew.Type : 115

ASRS Report Number.Accession Number : 1981001
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 275
Experience.Flight Crew.Last 90 Days : 44
Experience.Flight Crew.Type : 250
ASRS Report Number.Accession Number : 1982194
Human Factors : Time Pressure
Human Factors : Confusion
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

On final approach to ZZZ Runway XX, after performing practice LOC XX approach and cleared to land on Runway XX, at approximately 150 ft. and 200 ft. from Runway XX, we hear Aircraft Y call on the radio "going around.″ At this moment, I notice off my right side, about 50 ft. below and 200 ft. or less laterally, the aircraft pass us at near 100 ft. It appeared ATC had not advised them of our position, and they had to take evasive action to avoid our aircraft. We did not recall hearing when they received clearance to land from ATC, but assume they were cleared behind us - but ATC must have not advised them of our position to maintain separation. The aircraft I was flying in is Aircraft X.

Narrative: 2

I, pilot of Aircraft Y, had a near miss with helicopter Aircraft X. I was cleared to land, number 2, behind helicopter. As I turned for final approach, I had eyes on the helicopter. Very quickly I caught up to helicopter with no warning from Control Tower. I took evasive action by side-stepping to the right and executing go-around, as well as letting Tower know I was going around. Helicopter called Tower and asked if he did anything wrong. Tower indicated to helicopter he approached too slow, and possibly too low. Helicopter pilot contacted me to discuss incident. Helicopter pilot believes ATC had ample time to warn both pilots and to instruct on aircraft separation.

Synopsis

Helicopter pilot and single engine aircraft pilot reported a NMAC between the two aircraft when the single engine aircraft overtook the helicopter on short final during a visual approach.

ACN: 1978460 *(20 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : GOK.Airport
State Reference : OK
Altitude.AGL.Single Value : 1000

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : GOK
Aircraft Operator : Personal
Make Model Name : Amateur/Home Built/Experimental
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Final Approach
Airspace.Class E : GOK

Aircraft : 2

Reference : Y
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Flight Phase : Cruise
Airspace.Class E : GOK

Person

Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
ASRS Report Number.Accession Number : 1978460
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft Other Automation
Detector.Person : Passenger
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was inbound to GOK for landing, on a 45 degree intercept to the left downwind for Runway 16, 4 NM southeast of GOK, heading 295 degrees, at pattern altitude (2100 ft. MSL, 1000 ft. AGL). My safety pilot saw a helicopter at our 10 o'clock position, same altitude, heading northeast. At the same time, my ADSB popped up a red alert. I descended and turned right to avoid the helicopter, and after ensuring the helicopter had passed behind me, I returned to pattern altitude and landed uneventfully. 1) The helicopter was inside the Class E airspace for GOK, at pattern altitude. 2) The helicopter made no attempt to alter course. 3) It was necessary for me to take evasive action to avoid a collision. 4) Both ADSB and my safety pilot were significant factors in avoiding a collision.

Synopsis

Pilot reported a NMAC with a helicopter during approach to landing at a non towered airport.

ACN: 1978410 *(21 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3400

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Dusk
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 : Initial Approach
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Government
Make Model Name : Helicopter
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 726
Experience.Flight Crew.Last 90 Days : 26
Experience.Flight Crew.Type : 180
ASRS Report Number.Accession Number : 1978410
Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

While turning onto Final at ZZZ, a helicopter passed directly in front of my aircraft at traffic pattern altitude. They were transitioning east to west over midfield. I had been making position calls on CTAF and did not hear any transmissions from the helicopter. The helicopter also did not appear on ADS-B. The aircraft I was flying is not ADS-B equipped. This is the second near miss I have had with a helicopter at traffic pattern altitude at ZZZ this month.

Synopsis

C172 Pilot reported a NMAC with a helicopter passing 300 ft. horizontally while on approach to a non towered airport.

ACN: 1977983 *(22 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : TXK.Airport
State Reference : AR
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Work Environment Factor : Poor Lighting
Light : Night

Aircraft

Reference : X
ATC / Advisory.Tower : TXK
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class D : TXK

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Rotorcraft
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 6500
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1977983
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Ground Equipment Issue
Anomaly.No Specific Anomaly Occurred : Unwanted Situation
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

At night, on the descent and initial approach phase going to [a local landing pad], which is about 3 miles from Texarkana airport, transiting Class Delta airspace at Texarkana Airport, in contact with Tower, cleared to transition, there was no airport lighting whatsoever. This was the second time I transitioned their airspace and there was no airport lighting. I considered this less safe as the airport lighting contributes to situational awareness in flight and navigation. At night knowing where the airport is in relation to your destination landing zone adds overall situational awareness and safety of flight. I called the Tower on the phone to inquire as to why there was no airport lighting and was told that they turn the airport lighting off if there is no inbound aircraft to save on the electricity bill. As the flying pilot, before the Tower closes I cannot turn the airport lights on, when the Tower is closed the lights are switched to pilot controlled lighting and I am able to turn them on. I am asking that the FAA contact this Tower and set policy that if any aircraft is in their airspace while Class D is active and it is night time that the airport lighting be turned on even if the aircraft is not landing at their airport.

Synopsis

Helicopter pilot reported the inability to use the TXK airport lighting as a visual aid to navigate due to the airport lighting being turned off while the Tower is open at night. Upon questioning, ATC stated the lights are turned off when there are no inbound aircraft as a cost cutting measure.

ACN: 1977407 *(23 of 50)*

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.

ACN: 1977107 *(24 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Relative Position.Angle.Radial : 060
Relative Position.Distance.Nautical Miles : 2
Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Initial Approach
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Military
Make Model Name : Helicopter
Airspace.Class C : ZZZ

Component : 1

Aircraft Component : Transponder
Aircraft Reference : Y
Problem : Improperly Operated

Component : 2

Aircraft Component : Traffic Collision Avoidance System (TCAS)
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck

Reporter Organization : 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.Last 90 Days : 200
Experience.Flight Crew.Type : 12500
ASRS Report Number.Accession Number : 1977107
Human Factors : Communication Breakdown
Human Factors : Human-Machine Interface
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 : 200
Experience.Flight Crew.Type : 4000
ASRS Report Number.Accession Number : 1977092
Human Factors : Situational Awareness
Human Factors : Human-Machine Interface
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

On an ILS approach to Runway XX in ZZZ. Cleared to land by Tower, VMC conditions. They informed us of of a Military helicopter working to the east of final and that they would remain there. The helo was close to the water as you could see the spray. As we got closer to the runway, it turned west. We watched the helo and expected it to turn east again. It never did. We went around visually at approximately 500 [ft.] AGL. There were no TCAS indications. We don't think their TCAS was turned on. The helo was encroaching on the final of the ILS. We missed it by a few hundred ft. as it went under us. I don't think either helo pilot ever saw us. We brought up our dissatisfaction with Tower on the go-around and called Dispatch when we landed. I also spoke to the Chief Pilot and the ATC Representative on duty.

Narrative: 2

We were on final approach into ZZZ cleared on the ILS Runway XX to ZZZ. Approach switched us to Tower and I checked in. Tower cleared us to land and notified us of a pair of Military helicopters east of the final approach course performing maneuvers. Tower also said that they should remain to the east of the final approach course. I told Tower we were looking and continued the approach. Neither of the helicopters showed up on our TCAS. The Captain was the first to see the helicopters and told me where they were. I finally saw them and reported them insight to Tower as he had told us where they were again. Tower said they should stay over to the east. We continued the approach. Probably around our 1000 [ft.] call, we noticed one of the helicopters had started to climb and was heading towards the final approach corridor for [Runway] XX which we were on. We both noted it and both expected the helicopter to start a turn east bound. Instead, the helicopter continued straight on a course that would have put him on a collision course with us, my guess is around 300 [ft.] MSL. Very shortly afterward, we were at about 500 [ft.] when the Captain called for the go-around as I had started to say it as well. We executed the go-around. I lost sight of the helicopter as we pitched up, but the Captain told me it never changed course and flew directly beneath us. We executed the missed approach and circled back around for a visual approach, which was successful and taxied to the gate with no further incidents. We told both Tower and Approach what happened and the Captain called it in to the Company Operations Center once we were parked at the gate. We never had the helicopter on TCAS and never received a TA or RA. We had the helicopter visually and executed the go-around based on our visual with the helicopter.

Synopsis

Air Carrier B737-800 flight crew reported a NMAC when military helicopter deviated from ATC coordinated flight path into the air carrier's approach path, without TCAS warning. Air carrier Captain performed an evasive go around to maintain visual separation, then landed.

ACN: 1972260 *(25 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 298
Relative Position.Distance.Nautical Miles : 14
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 30000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Military
Make Model Name : EC145
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Cruise
Route In Use : Direct

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Cruise

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Military
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1650
Experience.Flight Crew.Last 90 Days : 47
Experience.Flight Crew.Type : 1100
ASRS Report Number.Accession Number : 1972260
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 : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Aircraft was flying behind and below my aircraft by 1000 ft. I was monitoring Fore-flight traffic when I noticed the aircraft started to climb directly under us. I was flight following at the time but didn't receive a traffic alert until well after the event was over. If I had not taken evasive action the aircraft could have climbed into my aircraft and collided over the ocean. Once we had the aircraft in sight we watched it level off at our altitude. Shortly after we turned back on course we received the traffic alert.

Synopsis

Military helicopter pilot reported a near miss by observing nearby aircraft on EFB starting to climb directly under the aircraft, causing the pilot to take evasive action to avoid a collision.

ACN: 1971478 *(26 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2000

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Military
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Flight Plan : VFR
Mission : Training
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Facility : ZZZ.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8
ASRS Report Number.Accession Number : 1971478
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : VFR In IMC
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Aircraft X called me VFR requesting vectors for the ILS XXL at ZZZ. I didn't hear exactly what they said but it sounded different than the normal VFR request for a practice approach. I questioned Aircraft X if they wanted the VFR practice approach or if they wanted an IFR clearance for the approach. They said they wanted an IFR clearance. I generated a local IFR beacon code for them and told them to maintain VFR and squawk. They said they were unable to maintain VFR and were in IMC. I told them to climb to 3,000 feet and that the minimum IFR altitude in this area was 3,000 feet. I immediately told my Supervisor that I had a priority, VFR flight into IMC. I radar identified Aircraft X, reiterated the minimum IFR altitude and cleared them to ZZZ. They climbed to 030, I vectored them to ZZZ for the approach, and they landed at ZZZ uneventfully. It seems like they just got caught in rapidly changing weather conditions.

Synopsis

A TRACON Controller reported a VFR helicopter below the Minimum IFR Altitude contacted them requesting an IFR clearance after they entered IMC weather.

ACN: 1971103 *(27 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Cloudy

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Military
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Climb
Airspace.Class E : ZZZ

Person

Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 15
ASRS Report Number.Accession Number : 1971103
Human Factors : Communication Breakdown
Human Factors : Time Pressure
Human Factors : Confusion
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Airspace Structure

Narrative: 1

Aircraft X called me airborne just off of ZZZ asking to pick up their IFR clearance to ZZZ1. I cleared them as filed and climbed them to 6,000 ft. for terrain. They had filed for 3,000 ft. They called shortly after receiving their clearance and asked for a vector. I had a hard time understanding them but I believed they were asking for a vector for an approach into ZZZ1, so I told them they could make their request with ZZZ2 Approach. I noticed that the helicopter continued eastbound rather than turning to the north as filed, and was climbing very slow. I felt very uncomfortable with the situation and asked him to verify that he was able to maintain his terrain and obstruction clearance. He stated that he was in the clouds and not receiving the ZZZ2 VOR. He was still very low and climbing slow, still pointed towards higher terrain. I issued the helicopter a turn back to the west, below my MIA (Minimum IFR Altitude), back towards lower terrain.

Synopsis

Center Controller reported a helicopter deviated from their assigned route and was flying towards higher terrain.

ACN: 1971000 *(28 of 50)*

Time / Day

Date : 202302
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
Make Model Name : Robinson R44
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Cruise
Route In Use : Direct

Component

Aircraft Component : Helicopter Control Systems
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 850
Experience.Flight Crew.Last 90 Days : 90
ASRS Report Number.Accession Number : 1971000

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Rotor RPM decay, possible false reading due to faulty MAG. Set it down in a park near ZZZ for safety. Had control and landed safely. Waited for Mechanic to check the rotor system. Once I got the okay I flew it back.

Synopsis

Pilot reported Rotor RPM decay and made an off airport landing. After maintenance inspection, pilot flew back to base airport.

ACN: 1968489 *(29 of 50)*

Time / Day

Date : 202201

Place

Locale Reference.ATC Facility : BOI.Tower
State Reference : ID
Altitude.AGL.Single Value : 300

Environment

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

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Micro UAS, Multirotor
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Mission : Personal
Flight Phase : Cruise
Airspace Authorization Provider (UAS) : Authorized Third Party
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Micro
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Control Mode (UAS) : Manual Control
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Aircraft : 2

Reference : Y
Aircraft Operator : Military
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Flight Phase : Cruise

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Experience.Air Traffic Control.Radar : 0
Experience.Air Traffic Control.Non Radar : 0
Experience.Air Traffic Control.Military : 0
Experience.Air Traffic Control.Supervisory : 0
Experience.Flight Crew.Total (UAS) : 7
Experience.Flight Crew.Last 90 Days (UAS) : 7
Experience.Flight Crew.Type (UAS) : 7

ASRS Report Number.Accession Number : 1968489
Human Factors : Situational Awareness
Analyst Callback : Completed

Events

Anomaly.Conflict : NMAC
Detector.Person : UAS Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 370
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was flying my UAV, taking it back into land and I hear a loud helicopter approaching from an unknown direction at a fast pace. I immediately begin my evasive maneuver and apply max downward left-sick causing rapidly a 7 mph downward descent rate and away from the helicopter horizontally. Helicopter passed extremely low and at a high rate of speed, estimated 250 or 300 ft. AGL in Downtown Boise, where obstacles are much taller than that. I think all manned aircraft should stay above 400 ft. AGL so we can share the skies without too much worry of disaster. I also think TCAS should be implemented in UAV's to improve evasive actions. Pilots of manned aircraft should also be more attentive to anti-collision strobes used by UAVs that has a FAA approved 3+ mile visibility. I as a UAV Pilot should buy a separate device in which I can use a software like FlightRadar24 while flying my UAV as well as purchasing an airband radio to monitor ATC frequencies.

Callback: 1

Reporter indicated they were flying with LAANC authorization in an area outside of the Class C surface area of BOI airport. There was a bi-fly strobe/anti collision light mounted on the top portion of the UAS. It was operating at the time of the near-miss and the UAS pilot doesn't believe the helicopter pilot ever saw the UAS.

Synopsis

Recreational UAS pilot reported while flying their UAS they heard a fast approaching helicopter. The UAS pilot took evasive action to avoid a collision and landed the UAS.

ACN: 1968255 *(30 of 50)*

Time / Day

Date : 202211
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : MDCS.ARTCC
State Reference : FO
Relative Position.Angle.Radial : 170
Relative Position.Distance.Nautical Miles : 12
Altitude.MSL.Single Value : 150

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 4500

Aircraft : 1

Reference : X
Aircraft Operator : Corporate
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Passenger
Flight Phase : Final Approach
Route In Use : Visual Approach

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Flight Phase : Hovering (UAS)
Flying In / Near / Over (UAS) : Aircraft / UAS
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Function.Flight Crew : Captain
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 7450
Experience.Flight Crew.Last 90 Days : 70
Experience.Flight Crew.Type : 1600
ASRS Report Number.Accession Number : 1968255
Human Factors : Time Pressure

Events

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

Assessments

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

Narrative: 1

On final approach to the heliport at 150 ft. I saw a drone at same altitude on a hover flight, an evasive maneuver was needed to avoid hitting the drone. It was a dangerous situation since the altitude was low and obstacles on both sides. The people operating the drone didn't have any idea about regulations to operate a drone and even worse in the proximity of a landing area. A safety report was filed with the authorities about this incident.

Synopsis

Corporate rotor wing pilot reported taking evasive action while on approach at a heliport to avoid hitting a UAS.

ACN: 1967578 *(31 of 50)*

Time / Day

Date : 202301
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 3000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Military
Make Model Name : CH-53 Seastallion/Super Stallion
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Training
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Facility : ZZZ.ARTCC
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 11
ASRS Report Number.Accession Number : 1967578
Human Factors : Situational Awareness
Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Airspace Structure

Narrative: 1

I took the sector with aircraft already on frequency level at 3,000 ft. Approximately 10 minutes later, a handoff was accepted by ZZZ Approach. Right before shipping the aircraft, a low altitude alert started flashing for an imminent MIA change from 2,300 to 3,600 ft. I was not aware of such a change and ZZZ did not inform me either. I promptly climbed the aircraft above 3,600 ft. The Supervisor called the Approach Control and they indicated that their MIA showed 2,100 ft. in that area. The Center map and charts show the affected area at 3,600 ft., the Approach Control says 2,100 ft. I believe that I should have known the correct altitude but if Approach had shown the same altitudes on their charts as mine, they would likely have notified me before the aircraft entered their airspace, which is where the altitude change occurred.

Synopsis

Center Controller reported handing off a helicopter to Approach below the minimum IFR altitude.

ACN: 1967557 *(32 of 50)*

Time / Day

Date : 202212
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Make Model Name : Jet/Long Ranger/206
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission.Other
Flight Phase : Cruise
Route In Use : Direct

Component

Aircraft Component : Cyclic Control
Aircraft Reference : X
Problem : Malfunctioning
Problem : Improperly Operated

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 9856
Experience.Flight Crew.Last 90 Days : 125
Experience.Flight Crew.Type : 851
ASRS Report Number.Accession Number : 1967557
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Result.General : Maintenance Action

Result.Flight Crew : Diverted
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was dispatched to Location A at XA02. Arrived at XA13. After completing an orbital survey of Location A, I established a hover at 800 ft. Within about 10 seconds I felt cyclic control movement was limited and more stiffness in the forward position, at which point I cleared Location A and was able to get my forward airspeed up to 60 to 80 KIAS. Once established in forward flight, I then pulled Hydraulic Circuit Breaker out. The hydraulic stiffness was not restored. I then pushed the Hydraulic Circuit Breaker back in. I verified the hydraulic system switch was on. I then switched the hydraulic switch off for the remainder of the flight. I was 4 NM southeast of ZZZ Airport and went direct. Contacted ZZZ Tower and advised of hydraulic issues and received a direct to Runway XX. While making my descent, I noticed Aircraft Y at the hold-short for Runway XX and didn't want any confusion if the pilot received his instructions, so I side-stepped over to parallel taxiway where no aircraft was in the vicinity and conducted a run-on landing at 9 to 10 KIAS. Aircraft came to complete stop without incident. After further investigation from our backup Mechanic, the manifest container [was found] wedged in between the cyclic knuckle and the foot floor plate of the co-pilot side. No injuries, no aircraft damage.

Synopsis

Bell 206L pilot flying reported limited cyclic control movement while maneuvering and diverted to a nearby airport. Upon inspection, Maintenance found a manifest container wedged between the cyclic knuckle and foot floor plate.

ACN: 1962098 *(33 of 50)*

Time / Day

Date : 202301
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Ambulance
Flight Phase : Initial Approach
Airspace.Class C : ZZZ
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1962098
Human Factors : Time Pressure
Human Factors : Situational Awareness

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : VFR In IMC
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Clearance
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Skies Clear, 7+ miles visibility, cruise flight at 2,500 feet MSL, approached ZZZ [Airport] Class C airspace (from the east) for VFR transition to ZZZ1 hospital about 12 miles west of ZZZ. ATC confirmed transponder squawk, altitude, and heading for ZZZ1. I noticed some lower cloud cover over ZZZ, confirmed ATIS and iPAD (ForeFlight) the ZZZ was 800 scattered and 7 miles. ZZZ2 (N/W of ZZZ) was reporting the same. ZZZ ATC frequency changed me to ZZZ Tower. ZZZ Tower asked if I wanted to descend below the 800 feet scattered layer and continue to ZZZ1. I accepted. However, after descending below 800 feet and going under the scattered layer, I observed weather much less than was expected. Flight visibility reduced to 2-3 miles with mist, and the ceiling seemed more overcast than scattered. With ZZZ landing traffic behind the helicopter now, and not able to find a suitable area to land in the deteriorating conditions, I initiated IMC climb to VFR on top (about 30 seconds). During this time, the med crew asked if we were IMC, before I could inform them, and I responded yes, IMC climb to VFR conditions. The med crew was very helpful and verbally asked level attitude indicator, climb power, climb airspeed, no turns. I responded yes. The helicopter became VFR on top at 1,000 to 1,500 feet, and before I could contact ZZZ Tower, ZZZ Tower informed all participating traffic in the local area that ZZZ was now IFR. ZZZ Tower asked if we needed assistance or an IFR clearance. I responded negative, that I was VFR on top and diverting to the northwest towards ZZZ2, where the weather was clear. Helicopter diverted to ZZZ2, offloaded patient, and the med crew to a ground ambulance to ZZZ1. I checked weather at ZZZ2 and ZZZ3 (home base), contacted ZZZ1 flightwatch and departed pilot only VFR back to ZZZ3 without incident. Suggestions - Going forward, my personal pre-plan is to divert earlier, or turn around (RTB) before going below any cloud layer 1,000 feet or lower. The speed at which the flight visibility reduced was dramatic. The difference between what ATIS and Tower were reporting and actual conditions were unacceptable. Also, going forward, listening to the temperature dew point spread will be mandatory for all locations, with caution when spread is 4 degrees or less.

Synopsis

MEDEVAC Helicopter pilot reported a VFR into IMC conditions event after the weather deteriorated faster than expected requiring an immediate climb to return to VFR conditions.

ACN: 1961923 *(34 of 50)*

Time / Day

Date : 202301
Local Time Of Day : 1201-1800

Place

Altitude.MSL.Single Value : 272

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Rain
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 6500

Aircraft : 1

Reference : X
Aircraft Operator : Air Taxi
Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : SVFR
Mission : Passenger
Flight Phase : Cruise

Aircraft : 2

Reference : Y
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 103
Flight Plan : None
Flight Phase : Descent

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 25900
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1961923
Human Factors : Workload
Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 5
Miss Distance.Vertical : 5
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

At night, I was flying a Part 91 tour of ZZZ and reported my position, route of flight and descending altitude on the CTAF as I crossed the Bridge heading southbound stating that I was going around the Landmark 1 and straight to Landmark 2. I heard another helicopter report that he was leaving Landmark 2 and heading northeast in my direction. I saw the aircraft and descended further to avoid his flight path, when just north of [the] Island and out of no where, another helicopter passed by me within just a few ft. of separation! I never heard that aircraft report his position and seemed to turn on his lights just before potential impact. Post investigation on my part, I saw the culprit helicopter on an aircraft radar site and that he came from a northern direction and was making a large turn around the Landmark 3 to make a landing at ZZZ1 heliport. This whole incident could have been avoided had the pilot made his required radio position report and had his lights on. Adding further insult to injury, I was preoccupied with keeping my visual separation with the Landmark 2 helicopter, flying at and over me. I strongly believe that further prevention of these incidents could be made by not just keeping the already established ZZZ Exclusion and its position reporting rules, but also establishing MANDATORY routes for aircraft to fly while in the Exclusion when transgressing certain areas from different directions.

Synopsis

Helicopter pilot reported a NMAC event in SFAR airspace with another helicopter that was not communicating on frequency. Evasive action was required to avoid a collision.

ACN: 1958778 *(35 of 50)*

Time / Day

Date : 202212
Local Time Of Day : 1801-2400

Place

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

Environment

Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 5
Ceiling.Single Value : 1200

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Military
Make Model Name : Chinook (CH-47)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Military
Function.Flight Crew : Instructor
Function.Flight Crew : Check Pilot
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 4500
Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 4400
ASRS Report Number.Accession Number : 1958778
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Event / Encounter : Vehicle
Detector.Person : Flight Crew
Miss Distance.Horizontal : 499
Miss Distance.Vertical : 0
Were Passengers Involved In Event : N
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

While conducting a simulated emergency procedure to Runway XXL an ops vehicle was inspecting Runway XXR. We landed and we're conducting the rolling portion of the maneuver and decelerating across the 500 ft. markers on the departure end of Runway XXL when the ops vehicle called leaving Runway XXR and crossing Runway XXL then proceeded to cross directly in front of us during a critical phase of our maneuver within 500 ft.

Synopsis

Military Flight Instructor reported a conflict with an airport service vehicle while approaching the runway.

ACN: 1958351 *(36 of 50)*

Time / Day

Date : 202212
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.AGL.Single Value : 200

Environment

Weather Elements / Visibility.Other

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Takeoff / Launch
Route In Use : Direct
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Government
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
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 : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1958351
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Time Pressure
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Vertical : 150
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Departing after another aircraft had turned north, I made my call out departing Runway XX ZZZ to the north toward our destination, I looked both ways and listened for anyone to respond. No response, so I proceeded with takeoff. At about the time I rotated, another aircraft was announcing takeoff Runway XX and my traffic alert went off. Aircraft was coming from my right so I tuned left to avoid. Did not have a visual since he was below me and I was in a climb. We talked after clearing one another and the pilot said he never heard my call out. The other departed aircraft came on the radio and stated he did hear my call out taking off Runway XX ZZZ to the north. After landing at our destination, I called the FBO, to find out who and what the other aircraft was. They called back later stating it was a helicopter which had taken off from their hangar.

Synopsis

Single Pilot reported a NMAC with a helicopter as both were taking off from a non-towered airport.

ACN: 1957273 *(37 of 50)*

Time / Day

Date : 202212
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 100

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : S-76/S-76 Mark II
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase : Takeoff / Launch
Route In Use : Direct
Airspace.Class E : ZZZ

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 Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Rotorcraft
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 10700
Experience.Flight Crew.Last 90 Days : 40
Experience.Flight Crew.Type : 3500
ASRS Report Number.Accession Number : 1957273
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 0
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Rejected Takeoff

Assessments

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

Narrative: 1

Departing from taxi-way at ZZZ call was made on CTAF "Aircraft X Departing ZZZ, is there any departing traffic ZZZ" With nothing heard climb was initiated to 100 ft. for takeoff in the NE direction. Crewman in left seat alerted Pilot Flying to fixed wing aircraft departing Runway XX now at same height. At that time departing aircraft made radio call to indicate departure from YY. Aircraft X was lowered back to taxi way without incident. Closest approach was 200 ft. horizontal and Aircraft X was not in the flight path of departing aircraft (Aircraft X remained over taxi-way) land back was a precautionary measure to insure separation.

Synopsis

S76 Medevac Captain reported aborting takeoff from taxiway after observing NORDO traffic on take-off which resulted in a NMAC.

ACN: 1955679 *(38 of 50)*

Time / Day

Date : 202212
Local Time Of Day : 0001-0600

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : EC130
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Cruise
Route In Use : Direct

Component : 1

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Aircraft Logbook(s)
Aircraft Reference : X
Problem : Improperly Operated

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Other
Experience.Flight Crew.Total : 3600
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 75
ASRS Report Number.Accession Number : 1955679
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Training / Qualification
Human Factors : Fatigue
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Maintenance

Events

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

Assessments

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

Narrative: 1

At approximately XA:00 on Date we landed on scene. Patient was loaded on aircraft and crew member on left side entered aircraft and attempted to shut sliding door. After a couple attempts to latch door the sliding mechanism fell off rail. Patient was off loaded back onto rescue and ground transported to hospital. Crew was given a ride back to base while I stayed with aircraft. I notified mechanic on call of situation to start heading our way. I called AIRCOM, [Dispatch], and Military Control (M/C) and let them know what was going on. I do not remember in which order I made these 4 phone calls. The aircraft was then taken out of service for maintenance. I did not make a write up at this time. The mechanic arrived at the aircraft and started to put the door back on its track. While the mechanic was finishing securing the door I contacted Military Control again. I had to explain a couple times that the mechanic was just securing the door so we could get the aircraft back to base and not put it back into revenue service at this time. I was confused because Military Control said this was not possible without a ferry permit the first time I explained the situation. Once I explained it again I was under the impression they were going to put the aircraft back into service just to get it home then we would take it back out of service for any follow up maintenance that had to be performed. I then called AIRCOM to let them know what we were trying to do. They mentioned I would fly it back as a maintenance flight so that is what I entered into complete flight. I mistakenly assumed while all of this was going on the Mechanic had taken care of the log book because I was told I was good to go after I hung up with AIRCOM. I did not double check the logbook. At this point I had been up all night and was very tired and it was shift change. I flew the aircraft back to base with no problems. I called Military Control again to take the aircraft back out of service. At this point the person on the phone seemed upset and told me I should not have flown back without the mechanic sending in paperwork. I was very confused because he could not have done this from the scene and I thought I had heard differently. I hung up with Military Control and did crew change with oncoming pilot and went home.

Synopsis

Pilot reported communications problems led to the helicopter being flown on a ferry flight back to base without proper documentation and procedures. The pilot removed the aircraft from service after arrival back at home base.

ACN: 1953623 *(39 of 50)*

Time / Day

Date : 202211
Local Time Of Day : 0601-1200

Place

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

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Climb
Route In Use : None
Airspace.Class B : ZZZ1
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Helicopter
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 695
Experience.Flight Crew.Last 90 Days : 152
Experience.Flight Crew.Type : 394
ASRS Report Number.Accession Number : 1953623
Human Factors : Time Pressure

Human Factors : Troubleshooting
Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was departing ZZZ Airport when ATC advised there was a helicopter a few hundred feet below and about a mile off my left wind and I reported traffic in sights. ATC then contacted the helicopter off my right wing and informed him that I was off his right side and he acknowledged and reported he had me in sight. Shortly after that the helicopter began a climbing right turn towards my direction. The helicopter went out of my field of view due to me being in the right seat, I asked my student if he had visual contact with the helicopter but he did not give me a clear answer and started looking around frantically. My ADS-B was showing me the aircraft was directly below me and at an extremely close distance. I then decided to take control of the aircraft from my student and perform evasive maneuvers to avoid collision. I applied full power and began a steep climb before lowering my left wing to establish visual contact with the helicopter. I saw the aircraft directly below me at a very close range still climbing alongside me. I continued my climbing turn away from the helicopter and once I was clear I checked my altimeter and I was at 3,100 ft., 100 ft. into the overlying class Bravo airspace beginning at 3,000. I quickly reduced throttle and returned to 2,800 ft. I believe without the evasive maneuvers I performed it could have resulted in collision. I am not aware of the helicopters tail number but it happened approximately 4nm south east of ZZZ airport on the edge of ZZZ airspace. I believe due to the high traffic area the helicopter may have not seen us and referred to another Cessna resulting in him beginning his turning climb directly into our path. I wouldn't imagine the pilot knowingly would have done that.

Synopsis

C172 Flight Instructor reported taking evasive action to avoid reported helicopter traffic resulted in an airspace violation and NMAC.

ACN: 1949177 *(40 of 50)*

Time / Day

Date : 202211
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : HCF.TRACON
State Reference : HI
Relative Position.Distance.Nautical Miles : 13
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 3500

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : HCF
Aircraft Operator : FBO
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Cruise
Route In Use : Visual Approach
Airspace.Class E : HCF

Aircraft : 2

Reference : Y
Aircraft Operator : Military
Make Model Name : Helicopter
Flight Plan : VFR
Flight Phase : Cruise
Airspace.Class E : HCF

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 398
Experience.Flight Crew.Last 90 Days : 99
Experience.Flight Crew.Type : 314

ASRS Report Number.Accession Number : 1949177
Human Factors : Time Pressure
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Air Traffic Control
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was talking with HCF Approach picking up the North Six arrival into PHNL. While communicating with HCF Approach, the controller called "Traffic Alert" and gave me the direction the aircraft was coming from. I began to start a turn to help locate the traffic. My aircraft wings were in the way of my sight, and I began to roll the aircraft wing's level. I then saw Aircraft Y go below the aircraft about 300ft. I then immediately climbed the aircraft to avoid the Aircraft Y. I was unsure if the aircraft was above or below me as ATC did not provide their altitude. Aircraft Y was not talking to HCF approach, as they were out of Bravo airspace.

Synopsis

Flight Instructor reported a NMAC with a helicopter after ATC issued a traffic alert. The helicopter was not in communication with ATC.

ACN: 1948309 *(41 of 50)*

Time / Day

Date : 202211
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 6000

Aircraft : 1

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

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Military
Make Model Name : S-70/UH-60 Blackhawk/Seahawk/Pavehawk/Knighthawk
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Phase : Initial Climb
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1400
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1948309
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

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

Conducting touch and go practice Runway XX at ZZZ in a Cessna. Winds were 240 at 10-20 kts. VMC. We were cleared to land while in the left downwind. A UH-60, was on the surface to the north of the runway in an area they call the "East Side". They often operate on the surface there and will conduct departures from that location with tower clearance. While we were turning left base, the Blackhawk requested a VFR departure to the south. Tower told them to hold position for landing traffic (us). As we turned final, the tower cleared them to depart with the restriction that they remain north of the centerline (which would have deconflicted them from us) and that there was Cessna traffic on final. The pilot of the Blackhawk read back the "cleared for takeoff" portion of the clearance but not the remain north restriction portion. She proceeded to depart directly across final as we were approaching the runway. I took the controls from my student, initiated an immediate go around, and began turning right to miss behind the Blackhawk. Tower said something that was blocked and the Blackhawk began making an erratic maneuver directly on the centerline/final. We climbed above them and they continued south, and reported their apologies over the radio. It was very close. We finished out lesson uneventfully after that. It was pretty obvious from the Blackhawk pilot's tone that she did not have situational awareness about the other traffic in the pattern.

Synopsis

Flight Instructor on training flight with student reported NMAC with Blackhawk helicopter.

ACN: 1947420 *(42 of 50)*

Time / Day

Date : 202210
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : BJC.Tower
State Reference : CO
Altitude.MSL.Single Value : 6400

Aircraft : 1

Reference : X
ATC / Advisory.Tower : BJC
Make Model Name : Helicopter
Flight Plan : VFR
Flight Phase : Final Approach
Route In Use : None
Airspace.Class D : BJC

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : BJC
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Initial Climb
Route In Use : None
Airspace.Class D : BJC

Person

Location Of Person.Aircraft : X
Location Of Person.Facility : BJC.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Non Radar : 9
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1
Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 6
ASRS Report Number.Accession Number : 1947420
Human Factors : Situational Awareness
Human Factors : Workload

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 0
When Detected : In-flight

Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Aircraft X, a helicopter, was inbound to land at the ramp and was told to remaining north of the Runway 30R extended center line. They were NE of the Runway 30R departure end. Aircraft Y was departing Runway 30R and was going northbound VFR. Aircraft Y turned north and got close to Aircraft X. Aircraft X stated on frequency that Aircraft Y came within 200-300 ft. of him. I saw Aircraft X start their turn and it looked like they were turning right behind Aircraft X. I issued a traffic call after Aircraft X started their north bound turn. I was working Local Control 1/Local Control 2 combined with a good amount of pattern traffic on Runway 30L. If locals were split off, it would have given me more time to de-conflict Aircraft X/Aircraft Y and issue a traffic call earlier to both pilots. On some days we do not have the staffing to split off locals in the afternoon so splitting off locals was not a possibility at this specific time.

Synopsis

BJC Local Controller reported a failure to properly separate a departing fixed wing from an arriving helicopter resulted in a NMAC.

ACN: 1947409 *(43 of 50)*

Time / Day

Date : 202211
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Military
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Tactical
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4
ASRS Report Number.Accession Number : 1947409
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Confusion
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Helicopter was in Level flight at 5000 ft. northeastbound to ZZZ. It is an area of low radio coverage and I initially gave lost communications to the aircraft just in case I lost them. After ZZZ1 sector XX took the handoff I was able to still talk to them and transferred communication. As Aircraft X crossed the boundary into ZZZ1 XX airspace the MSAW (Minimum Safe Altitude Warning) began to alert for an MIA (Minimum IFR Altitude) of 5100 ft. Aircraft X was 100 ft. below the MIA. I tried to reach them on my frequency and they were already gone. ZZZ also could not reach them for a few minutes in order to climb them. At the ZZZ and ZZZ1 boundary the MIA changes from 4800 ft. to 5100 ft. To be sure that you are aware of not only the MIA in your airspace but also of those surrounding your airspace. To review training procedures or scenarios whereas the receiving controller you also do not accept an aircraft into your airspace below the MIA.

Synopsis

Center Controller reported they cleared a helicopter on a route at an altitude below the Minimum IFR Altitude.

ACN: 1947048 *(44 of 50)*

Time / Day

Date : 202210
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : DCA.Tower
State Reference : DC
Altitude.AGL.Single Value : 900

Aircraft : 1

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Nav In Use : GPS
Flight Phase : Final Approach
Airspace.Class B : X

Aircraft : 2

Reference : Y
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Flight Phase : Takeoff / Launch

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1947048
Human Factors : Time Pressure
Human Factors : Distraction

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 300
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.Flight Crew : FLC complied w / Automation / Advisory
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

On RNP 19 approach, on the approach path just past waypoint FONVI at about 1100 ft. MSL, we got a TCAS TA. A yellow traffic icon showing 500 ft. below us was just ahead and to the left. As our airplane continued descending on the approach, I, the Captain, looked out my window and did not see anything. We immediately got an RA telling us to "CLIMB", at which point we were about 950 ft. MSL. It then called out "CLIMB NOW" as I was turning off the autopilot and auto throttles and pitching up. We followed our proper procedures, and told DCA Tower that we had an RA we were responding to. ATC then asked if we were still going to land. At this point we were getting uncomfortably close to the prohibited area P56A, so I started turning right absent any instructions from ATC. The First Officer told ATC we were not landing, so Tower eventually gave us a heading and an altitude, which we followed once the TCAS RA had cleared. We then rejoined the approach back at the beginning, speaking to Approach Control, and landed on Runway 19 without further incident. Upon review of the approach path and other information, we estimate we came within 300 ft. or less of what turned out to be a helicopter lifting off of the hospital.

Synopsis

Air Carrier Captain reported on final approach at DCA, a near miss with a helicopter, which was lifting off from a nearby hospital. The proximity of the helicopter resulted in a RA and missed approach.

ACN: 1945582 *(45 of 50)*

Time / Day

Date : 202210
Local Time Of Day : 0001-0600

Place

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

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Ambulance
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : ZZZ

Person

Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Approach
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4
ASRS Report Number.Accession Number : 1945582
Human Factors : Situational Awareness
Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Air Traffic Control
When Detected : In-flight

Assessments

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

Narrative: 1

I was working the midshift. Aircraft X was a medevac departed ZZZ area enroute to ZZZ1 (hospital helipad around ZZZ2). The aircraft picked up their IFR in the air requesting 3000 ft cruise altitude. I cleared the Aircraft X as filed direct ZZZ1 maintain 3,000 ft. I did not realize their route eventually put them through the small circled area that has an MEA of 3,100 ft. I only became aware after they had already entered this area that they were 100 feet low. The event occurred because I failed to consider that small area in that had an MEA at 3100 ft. But I should have checked that considering the aircraft was so low on IFR flight plan. I don't think there is any change necessary to prevent re-occurrence of this event. I'd just say that personally I should have had more awareness of the airspace and MEAs and checked if the aircraft was going to go through any areas with an MEA higher than 3,000 ft. Thankfully the aircraft was only 100 ft. low for a short time and there was no incident. However I will be extra careful to avoid this mistake in the future.

Synopsis

A Center Controller reported they issued a direct routing to a helicopter which placed it 100 ft. below the Minimum Enroute Altitude.

ACN: 1944332 *(46 of 50)*

Time / Day

Date : 202210
Local Time Of Day : 1201-1800

Place

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Jet/Long Ranger/206
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Cruise

Component

Aircraft Component : Tail Rotor Hub
Aircraft Reference : X
Problem : Malfunctioning
Problem : Improperly Operated

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Function.Flight Crew : Relief Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 6200
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 3340
ASRS Report Number.Accession Number : 1944332
Human Factors : Human-Machine Interface
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Maintenance

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Maintenance
When Detected : Aircraft In Service At Gate
When Detected : Routine Inspection
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Incorrect / Not Installed / Unavailable Part
Contributing Factors / Situations : Procedure
Primary Problem : Incorrect / Not Installed / Unavailable Part

Narrative: 1

During routine maintenance. I was required to inspect work completed by the base mechanic on Aircraft X. Part of the work required removal of the tail rotor gearbox cover. Part of my inspection was to insure the installation of the cover. I checked to see cover and the bolts where installed. My inspection found no issues. Maintenance was signed off and aircraft returned to service. I later received a flight request that I launched on. We had a momentary delay after start, due to the crew could not talk on Intercommunications System (ICS). After a few minutes, they fixed the issue (ICS cables where not plugged in). We departed. Five Minutes into flight, we were canceled. On way back to base, decided to look at a control burn that was causing lots of smoke and visibility issues in the area. We flew a total of a .4 hours. We then landed back at the base with no issues. The following morning, I was informed by a coworker that they had found a bolt while cleaning the hangar and discovered that it was from the bottom side of the tail rotor gear box cover. They told me that they submitted a safety report about the mechanic, since they said they have been having numerous issues with his work. I informed them I may be at fault also since I could of possibly have missed it on my inspection, but I was sure I had seen all hardware was installed. I do not have a high confidence in the mechanic at this base. I have no proof but from interactions with him and other's stories of him, I would not put it past him that he may have known it wasn't installed. Possible solutions: When conducting inspections, I will run my hands over the bolts and physically get a count on the bolts. I will also include in my future preflight inspections to check for physical security of said bolts.

Synopsis

Jet/Long Ranger/206 pilot/Inspector reported a bolt was missing from the tail rotor gearbox cover and was overlooked on inspection prior to flight.

ACN: 1943774 *(47 of 50)*

Time / Day

Date : 202210
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : N90.TRACON
State Reference : NY
Relative Position.Angle.Radial : 212
Relative Position.Distance.Nautical Miles : 11.6
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 30000

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : N90
Aircraft Operator : Air Carrier
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Ambulance
Flight Phase : Cruise
Route In Use.Other

Aircraft : 2

Reference : Y
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 3500
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1943774
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While traveling westbound on the helicopter route crew noted traffic at 12 o'clock same altitude. I observed the airplane was flying in the same direction and altitude as us. I saw it make a couple of small erratic turns after which the plane banked hard to the left and turned completely around headed directly towards us. I immediately lowered the collective and dove to avoid the oncoming aircraft. I was unable to observe the minimum distance between us as he was approaching from the opposite side of the aircraft from my seat (right seat). I descended a total of 1000 ft. as I was unable to determine his location and wanted to ensure we had sufficient separation. A crew member in the back noted they had visual contact and that the airplane was moving away from us.

Synopsis

Helicopter pilot reported a NMAC with a light aircraft in the vicinity of ISP airport.

ACN: 1941865 *(48 of 50)*

Time / Day

Date : 202207
Local Time Of Day : 1801-2400

Place

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil

Component : 1

Aircraft Component : Powerplant Lubrication System
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Chip Detector Indicator
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person : Gate / Ramp / Line
Reporter Organization : Corporate
Function.Maintenance : Technician
Qualification.Maintenance : Airframe
Qualification.Maintenance : Powerplant
ASRS Report Number.Accession Number : 1941865
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Troubleshooting
Human Factors : Confusion
Communication Breakdown.Party1 : Maintenance
Communication Breakdown.Party2 : Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Maintenance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

This is the best of my recollection of this event on Day 1. I Received a call from the night pilot around XA:00 AM reporting a Main Gear Box (MGB) chip light came on during flight, and the pilot performed a precautionary landing in a grass field. I arrived on the scene around XA:45 AM. To my knowledge the Manager and my Maintenance Lead were informed at the time of the incident. I reviewed the logbook for a discrepant entry, and there was not one written for the current fault. I opened my laptop and setup my phone as a hotspot for internet. The service in the location was not the best, but eventually I was able to see the workbook. This is the first MGB chip light incident I have had. The fault found was the lower electrical chip detector of MGB had a singular magnetic scale that was less than the prescribed limits. I had the Pilot perform a ground run to make sure the chip detector would remain off. I told the Pilot that I felt the issue was resolved and he may return to base. Due to my lack of sleep and awareness, I did not inform Maintenance Control of the event, nor the aircraft was placed out of service, and the logbook did not have the proper entries. I feel that my lack of experience with chip lights, my awareness was lacking at the time of the event, and following up with maintenance control to ensure the work performed was recorded; I would need additional training on the Companies policies and procedures as well as ensuring that the proper entries in the logbook are created before starting maintenance, as well as having the aircraft properly removed from service through our Maintenance Control.

Synopsis

Technician reported errors in communication and procedures during a field trip to repair and recover a Eurocopter AS 350 with a main gear box chip detector light illuminated.

ACN: 1939197 *(49 of 50)*

Time / Day

Date : 202210
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Altitude.AGL.Single Value : 50

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Corporate
Make Model Name : Robinson R44
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Passenger
Mission.Other
Flight Phase : Initial Climb
Route In Use : None
Airspace.Class G : ZZZ

Aircraft : 2

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

Person

Location Of Person : Company
Reporter Organization : FBO
Function.Ground Personnel : Airport Personnel
Function.Other.Other
Qualification.Flight Crew : Commercial
Experience.Air Traffic Control.Supervisory : 4279
Experience.Flight Crew.Total : 5500
Experience.Flight Crew.Type : 5500
ASRS Report Number.Accession Number : 1939197

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Ground Personnel
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : Flight Cancelled / Delayed

Assessments

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

Narrative: 1

We operate helicopter sightseeing tours from a heliport in close proximity to Location A. A drone was being operated within 100 yards of our active heliport. Our helicopter departed to the north of the drone being operated and did not return until our ground crew witnessed the drone being stowed into the operators vehicle. Drone operators continue to be a major issue around our heliport and Location A.

Synopsis

A sightseeing tour operator reported UAS operations taking place within 100 yards from their base of operations which delayed the landing of a helicopter.

ACN: 1938809 *(50 of 50)*

Time / Day

Date : 202209
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
Weather Elements / Visibility.Other
Light : Daylight
Ceiling.Single Value : 4500
RVR.Single Value : 5000

Aircraft : 1

Reference : X
Aircraft Operator : FBO
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff / Launch
Route In Use.Other

Aircraft : 2

Reference : Y
Aircraft Operator : Corporate
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Mission : Ambulance
Flight Phase : Takeoff / Launch

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 780
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 250

ASRS Report Number.Accession Number : 1938809
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 40
Miss Distance.Vertical : 150
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Rejected Takeoff

Assessments

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

Narrative: 1

The following situation occurred at ZZZ on Day 0 around XA30. I was able to speak with the pilot of the Company aircraft later that evening to discuss the situation. Here is what happened from my point of view. I was holding short for Runway XX. I believe there were 2 fixed wing aircraft in the pattern, 1 fixed wing inbound from the north, 1 Company rotor wing in bound from the north, and one Company rotor wing holding north of the runway in the non-movement (Company area.) Radio traffic was busy and aircraft were trying to get their calls in quick. I was with a student who is close to his solo. After one of the fixed wings landed, I announced we were lining up to wait for departure on XX. The hovering Company Helicopter claimed he made a call identifying he knew I was holding on the runway while we both waited for the landing aircraft to clear the runway (this call was not heard by me or the student). As the aircraft cleared the runway, I announced we were departing, I heard another aircraft step on my call but was not able to make anything out. (I later found out it was Company making his immediate departure north call.) As we accelerated down the runway towards rotation speed, I noticed the Company helicopter climbing and drifting over the runway eastbound (runway heading) about 2/3 down the runway. We were about half down the runway and the student was rotating for lift off. I took controls and aborted the takeoff. The winds were from the northeast. The Company helicopter turned north bound shortly after. I cannot confirm that the Company helicopter made his prior calls to departure and I believe we stepped on each other for departure calls. Speaking with him, he knew I was lined up waiting for X departure. My situational awareness did not include him until I saw him as we were going down the runway. After I spoke with him, he was attempting to depart north from the Taxiway 1. trying to remain clear (north) of the runway. I believe the winds pushed him over the runway unexpectedly. He also expressed that usually Company gets the priority out of courtesy, which I agree with except I did not hear his calls. We discussed the situation and all the concerns and agreed we will talk with-in our companies to our pilots and raise awareness and address the need for additional safety and caution regardless of the desire to get into the air in a busy pattern. I also understand that I need to make sure I'm listening to every radio call so I don't miss an important one that can avert a situation like the above.

Synopsis

Flight Instructor on training flight reported NMAC with a helicopter during takeoff roll.