

## 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.....	33.0
Date of Update .....	June 29, 2018
Number of Records in Report Set.....	50
Number of New Records in Report Set .....	49
Type of Records in Report Set.....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. 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. 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 amplified 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.

*Linda J. Connell*

Linda J. Connell, 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: 1537960 *(1 of 50)*

### Synopsis

Helicopter pilot reported penetrating a TFR due to failure of his Garmin Pilot app to display the TFR.

ACN: 1533375 *(2 of 50)*

### Synopsis

An air carrier Captain reported a NMAC with a helicopter while on final approach.

ACN: 1533235 *(3 of 50)*

### Synopsis

GA Flight Instructor reported a NMAC with a helicopter during IFR flight training.

ACN: 1533213 *(4 of 50)*

### Synopsis

Helicopter Pilot reported that while conducting maintenance checks of autorotation a NMAC with another aircraft occurred.

ACN: 1532071 *(5 of 50)*

### Synopsis

Helicopter pilot reported a NMAC with a drone operating while traversing Patrick AFB's class D airspace.

ACN: 1531647 *(6 of 50)*

### Synopsis

Eurocopter AS350 Captain reported they experienced a "chip detector" warning light during cruise and made a successful auto rotation and off field landing.

ACN: 1530801 *(7 of 50)*

### Synopsis

A helicopter pilot reported a NMAC with an unmanned weather balloon near Hilo airport.

ACN: 1530508 *(8 of 50)*

### Synopsis

EC135 helicopter Captain reported excessive fuel was dripping from the engine drain line creating a pool on the ground.

ACN: 1529267 *(9 of 50)*

### Synopsis

PCT controller reported DCA Tower issued a go-around to an air carrier arrival due to poor communication and lack of procedure for a VIP movement.

ACN: 1527257 *(10 of 50)*

### Synopsis

Helicopter air taxi pilot reported entering instrument condition and an unusual attitude while operating with night vision goggles.

ACN: 1527040 *(11 of 50)*

### Synopsis

Pilot reported several airborne conflicts while inbound to and outbound from a FDK airport.

ACN: 1525835 *(12 of 50)*

### Synopsis

Air carrier Captain reported that while in the flare to land a helicopter was cleared to cross their runway.

ACN: 1525744 *(13 of 50)*

### Synopsis

SCT TRACON Controller reported a Helicopter descended below the MVA while issuing a wildfire report.

ACN: 1524797 *(14 of 50)*

### Synopsis

MIA TRACON Controller reported during training session in heavy complex traffic, an operational error occurred as pilot failed to follow a clearance. Staffing issues were cited as contributing factors.

ACN: 1523945 *(15 of 50)*

### Synopsis

A Helicopter Maintenance Technician reported that the balancing spring for the dual controls was not in the proper position.

ACN: 1522589 *(16 of 50)*

### Synopsis

Gulfstream G550 pilot reported safety issues with melting snow removal procedures via helicopter service.

ACN: 1522068 *(17 of 50)*

### Synopsis

Helicopter pilot reported taking evasive action to avoid a NMAC with another helicopter. Reporter was utilizing the current published frequency, while the other Helicopter was possibly utilizing outdated frequency information.

ACN: 1521095 *(18 of 50)*

### Synopsis

ZAU controllers reported a CRJ-900 executed a missed approach, but failed to notify ATC promptly, did not fly the published procedure, instead maneuvered VFR below MVA, NORDO, causing delays and a conflict.

ACN: 1521059 *(19 of 50)*

### Synopsis

GA pilot reported a NMAC with a helicopter in the vicinity of a VOR.

ACN: 1520210 *(20 of 50)*

### Synopsis

Air Carrier flight crew reported a NMAC with a helicopter shortly after takeoff from ISP airport.

ACN: 1519105 *(21 of 50)*

### Synopsis

Helicopter pilot reported a NMAC while transitioning WHP airspace.

ACN: 1518881 *(22 of 50)*

### Synopsis

Helicopter pilot reported that while hovering over the runway at a non towered airport, another aircraft started a takeoff roll down the same runway.

ACN: 1518645 *(23 of 50)*

### Synopsis

FAA Maintenance Inspector reported the collective handle of an MD500 broke off during the pilot's preflight in extreme cold weather.

ACN: 1518352 *(24 of 50)*

## Synopsis

ZBW Controller reported receiving a non-automated handoff from BDL below the Minimum IFR Altitude (MIA) indicating climbing to an assigned altitude of 4,000. The aircraft was actually assigned an altitude below the ZBW Controller's MIA.

ACN: 1517238 *(25 of 50)*

## Synopsis

Air carrier flight crew reported multiple conflicts with helicopters not in contact with Tower while on approach to ADQ.

ACN: 1516895 *(26 of 50)*

## Synopsis

EC-145 pilot reported landing at a medical facility helipad when the weather was at minimums, but the landing environment was in sight.

ACN: 1515157 *(27 of 50)*

## Synopsis

Helicopter pilot reported discovering a missed maintenance inspection during preflight review.

ACN: 1514838 *(28 of 50)*

## Synopsis

BK-117 pilot reported that after the main rotor contacted tree branches during a landing attempt, the helicopter was repositioned to land in a nearby field.

ACN: 1514618 *(29 of 50)*

## Synopsis

R22 Flight Instructor reported a precautionary off field land due to unanticipated contact with instrument weather conditions while operating a VFR helicopter.

ACN: 1513297 *(30 of 50)*

## Synopsis

C172 flight instructor reported a NMAC with an aircraft that was not transmitting intentions on the CTAF frequency.

ACN: 1512953 *(31 of 50)*

## Synopsis

Helicopter pilot reported a NMAC with a fixed wing aircraft that was not monitoring the local frequency.



ACN: 1512938 *(32 of 50)*

### Synopsis

R44 pilot reported a NMAC with another transiting aircraft that was not monitoring the correct frequencies.

ACN: 1510232 *(33 of 50)*

### Synopsis

Airbus A300 flight crew reported that during descent they received a Traffic Alert and came within 200 feet of a helicopter.

ACN: 1506681 *(34 of 50)*

### Synopsis

A320 Captain reported a TCAS RA while turning final on a visual approach to Runway 19R LAS.

ACN: 1503509 *(35 of 50)*

### Synopsis

Helicopter pilot reported a NMAC that required an evasive maneuver to avoid collision.

ACN: 1503286 *(36 of 50)*

### Synopsis

ATC Tower Supervisor and Local Controller reported a NMAC.

ACN: 1502952 *(37 of 50)*

### Synopsis

B737 Captain reported a late turn off of proceeding aircraft resulted in a go around, then evasive action was necessary on the climb to avoid a collision with a helicopter.

ACN: 1502266 *(38 of 50)*

### Synopsis

Approach Controller and turboprop pilot reported a near miss with a helicopter during visual approach.

ACN: 1500050 *(39 of 50)*

### Synopsis

A Check Airman in a Cessna 172 reported that when as they started to cross a runway, a helicopter flew at low level in front of them causing a NMAC.

ACN: 1497955 *(40 of 50)*

### Synopsis

A helicopter pilot reported a disagreement between them an ATC about the departure instructions.

ACN: 1497877 *(41 of 50)*

### Synopsis

Helicopter pilot reported a NMAC with a helicopter attempting to land on the same hospital helipad from which he was lifting off.

ACN: 1497655 *(42 of 50)*

### Synopsis

AS-350 Pilot reported that failure to remove the tail rotor block resulted in insufficient right pedal on initial hover and a return to the ground.

ACN: 1496444 *(43 of 50)*

### Synopsis

ERJ-175 flight crew reported receiving a TCAS RA descend command towards traffic during an ATC directed go-around.

ACN: 1495148 *(44 of 50)*

### Synopsis

TRACON Controller reported an air carrier on short final received a TCAS/RA and initiated a go-around for a VFR aircraft flying on the final approach course.

ACN: 1493524 *(45 of 50)*

### Synopsis

A Tower Controller reported allowing an aircraft to land even though the Airport Surface Detection Equipment (ASDE-X) alarmed for preceding go-around traffic.

ACN: 1492389 *(46 of 50)*

### Synopsis

A Tower System Support Specialist observed the Local Controller allow a simultaneous helicopter arrival and aircraft departure in violation of facility directives.

ACN: 1492311 *(47 of 50)*

### Synopsis

Eurocopter EC-135 Captain reported over flying a required inspection of the standby attitude. He also stated that the guidelines regarding the inspection requirement were not clear.

ACN: 1491245 *(48 of 50)*

### Synopsis

A Tower Local Controller reported an aircraft initiating a go-around was in conflict with a helicopter transitioning the airspace.

ACN: 1487722 *(49 of 50)*

### Synopsis

HCF TRACON Trainee Controller reported a military helicopter did not comply with its missed approach instructions which placed it into conflict with another departure.

ACN: 1485944 *(50 of 50)*

### Synopsis

Helicopter pilot reported sighting a drone over the Griffith Park Observatory while operating at 600 AGL. The pilot altered his climb to avoid the drone.

# Report Narratives

## Time / Day

Date : 201804  
Local Time Of Day : 0601-1200

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 10  
Light : Night  
Ceiling.Single Value : 20000

## Aircraft

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Corporate  
Make Model Name : Jet/Long Ranger/206  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Photo Shoot  
Nav In Use : GPS  
Flight Phase : Cruise  
Route In Use : None  
Airspace.Class C : ZZZ

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Corporate  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Rotorcraft  
Experience.Flight Crew.Total : 4000  
Experience.Flight Crew.Last 90 Days : 47  
Experience.Flight Crew.Type : 55  
ASRS Report Number.Accession Number : 1537960  
Human Factors : Confusion

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : FAR  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

I was flying the morning traffic in a BH206 Jet ranger helicopter. I was aware that there was going to be VIP TFRs during the day, I did not believe they were going to be active during our morning flight. I was using the Garmin Pilot app for my phone, which usually displays TFRs graphically; however, in this instance the app was in error and not showing the information correctly. I checked the app several times before we departed and even remarked to my camera operator that I was surprised the TFR wasn't appearing yet. I did not check the FAA TFR site simply because I was already aware of the TFRs; it was an error in judgment to rely solely on the Garmin Pilot app.

I was flying east when I accidentally penetrated the TFR. I didn't linger in the area only crossed through. It was before the VIP was scheduled to be there. I received a radio call from another helicopter telling me that ZZZ tower wanted to talk to me. I contacted them on the radio, and then called them after landing when they informed me that I had violated the TFR. I am very cognizant of TFRs and they play a major part in my role as the pilot of a helicopter. I constantly double check with the control tower to see if any TFRs are going to be issued for any of the flights. I should have been more vigilant in checking for the times the TFRs were going to be active instead of relying on technology that sometimes fails. I would never knowingly violate the limits of a TFR, I have been a professional helicopter pilot for over 20 years and have never violated any regulations, and I'm very disappointed in myself for letting it happen now.

## Synopsis

Helicopter pilot reported penetrating a TFR due to failure of his Garmin Pilot app to display the TFR.

## Time / Day

Date : 201804

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : KTN.Airport

State Reference : AK

Altitude.MSL.Single Value : 2000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Center : ZAN

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Nav In Use : GPS

Flight Phase : Final Approach

Route In Use.Other

Airspace.Class E : KTN

## Aircraft : 2

Reference : Y

Aircraft Operator : Corporate

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Mission : Cargo / Freight

Flight Phase : Cruise

Airspace.Class E : KTN

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1533375

Human Factors : Confusion

## Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Took Evasive Action

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

## Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Airport

## Narrative: 1

The first two days of flying were demanding, but fatigue was not a major factor in this event. Ketchikan was clear of clouds with very light winds. I was the Pilot Monitoring and the First Officer the Pilot Flying (PF). Prior to the descent point at cruise we set up and briefed the RNAV (RNP) M Runway 11 Approach. We planned to do the entire approach as plotted, even though it was in visual conditions. Center instructed us to contact Ketchikan Radio, and they subsequently requested that we make a position report on an 8-mile final. The approach pattern for Runway 11 brought us on a gentle arcing turn to the right, which intercepted the final approach course just about 10 miles from the runway threshold. We heard Radio transmitting with some traffic as we rounded the turn to final, descending through 3,000 as depicted on the chart. The PF commanded the start of the aircraft configuration for landing as we reached the 8-mile report fix, with the gear down and flaps initially set at 5 degrees. When we reported the 8-mile fix, we cancelled our IFR so that our company aircraft could continue unimpeded after us. Radio informed us of a helicopter in flight westbound with a sling load, but we could not determine the point from where the helicopter was westbound.

The helicopter made some very brief and garbled position report, and that was mixed in with other helicopters making similar position reports with Radio. All of the helicopters had call signs from same company, and there may have been four helicopters being dispatched from a nearby field, across the Tongass Narrows. It appeared that they were making multiple round robin trips to some location that crossed the approach path of aircraft landing on Runway 11. We received a TA from one of the helicopters as we neared 2,000 feet on final. The PF commanded Flaps 15 as we were nearing the final approach fix HEKUX. The PF slowed the rate of descent as we both strived to make visual contact with the traffic coming the opposite direction at our altitude. When we received the "Monitor Vertical Speed" RA, the PF leveled off and remained out of the red outlined zone depicted on the PFD. Neither of us could make visual contact with the helicopter, and I glanced back and forth at the TCAS display to aid in locating it. After the RA, the traffic did not appear to alter its flight course or altitude, and the altitude difference between us trended from 500 feet below, to our altitude, and finally to about 400 feet above us, as we continued east on the arrival path. My estimate was that the traffic was within 4-500 feet at our closest proximity, though we were not able to verify it visually. We did not hear the pilot of the helicopter respond to anything, whether or not he had us in sight, or whether he was taking evasive action. I assume he could see us because of our size and being visible from below. I anticipate that he was not able to alter his flight path because of his sling load, and due to economic considerations or hazards to people or structures below,



he did not want to eject it.

Following the RA, both the PF and I agreed that we were too high to continue the approach. We reconfigured the aircraft for a missed approach and initially followed the missed approach procedure. After we commenced the missed approach procedure, Radio seemed mystified about the call. Meanwhile he continued to make numerous radio calls to other helicopters in the area, including an update to our own that was approaching the area. The PF and I agreed that the best option was to land the opposite direction on Runway 29 in an effort to not conflict with other inbound. However in the turn to final, the timing would not work. Inbound flight was aware of the problem, and they adjusted their flight path to follow us visually to Runway 29 after us. The frequency was cluttered with numerous helicopters, Radio acknowledging all of the calls, and us coordinating our flight paths to Runway 29. The event concluded with us being something less than 10 minutes later than our original time of arrival, and no further conflicts were encountered. Later on the ground, I quizzed Radio about the helicopter operations, and he [as a] matter of fact described that as typical of the helicopter flight patterns.

It is highly suggested that some sort of meeting be arranged between Helicopter Company, Ketchikan Radio, the FAA, and other operators at Ketchikan Airport. There seems to be some contract secured by the helicopter company that motivates them to operate sling loads right across the final approach fix, at the final approach altitude, from a nearby off airport site to a drop zone. Even when helicopters are landing at the same field as arriving aircraft, they are not supposed to be in the same pattern as fixed wing aircraft. In my opinion, this then makes this practice more egregious when rotor wing aircraft appear to be daisy chained in their pattern directly opposite of aircraft in a predetermined flight course to landing at a public airport. The fact that the helicopters are sling loading makes the operation more disconcerting, because there is thus a natural tendency to not alter their flight paths even when they are intentionally crossing approach fixes at similar altitudes as approaching aircraft. Compounding the problem are VHF radio equipment that transmits in garbled fashion, probably because of a helicopter's inherent background noise. Finally, position reports that use nomenclature and local names known only to them are worthless except only to themselves. It subconsciously reveals that the operation is focused mostly on their needs, and not with much consideration to other aircraft using the public approaches that overlap their customized flight paths.

## Synopsis

An air carrier Captain reported a NMAC with a helicopter while on final approach.

## Time / Day

Date : 201804

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : CGZ.Airport

State Reference : AZ

Altitude.MSL.Single Value : 4500

## Environment

Weather Elements / Visibility.Visibility : 50

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CGZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Nav In Use : GPS

Flight Phase : Initial Approach

Route In Use.Other

Airspace.Class E : P50

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Airspace.Class E : P50

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 539

Experience.Flight Crew.Last 90 Days : 124

Experience.Flight Crew.Type : 195

ASRS Report Number.Accession Number : 1533235

Human Factors : Situational Awareness

Human Factors : Troubleshooting

Human Factors : Human-Machine Interface

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 100  
Miss Distance.Vertical : 500  
When Detected : In-flight

## Assessments

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

## Narrative: 1

I was giving instruction to a student who was flying the GPS approach into CGZ Runway 5. We were approaching the VOR, which is the approach's final approach fix, at indicated altitude of approximately 4500.

I noticed a target on TIS (G1000) and or ADSB (stratus) which was near the VOR and moving generally from my left to my right at what appeared to show -300 feet. I began looking outside for the aircraft in the area that the TIS/ADSB suggested. However, I didn't see the aircraft, and I told the student to climb and turn left while I looked for the other aircraft. We climbed to approximately 4800 indicated.

The other aircraft asked my altitude and stated he was at 5000 indicated. Then I started looking up, instead of down as I had perceived from TIS/ADSB, and saw the helicopter at what I visually approximated to be 100 feet above and 500 feet laterally at 0200 o'clock to my position.

I was on his right side as he flew past and to the rear of my aircraft at what I estimate to be about a 60 degree angle. After the flight I reflected on the situation, and read the portion of the AIM about TIS and ADSB use, and refreshed my memory that they should not be used for avoidance maneuvering. In the future I will expand my visual search area more quickly, and not maneuver till I have acquired visual contact.

## Synopsis

GA Flight Instructor reported a NMAC with a helicopter during IFR flight training.

## Time / Day

Date : 201804  
Local Time Of Day : 1201-1800

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 15  
Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.TRACON : ZZZ  
Aircraft Operator : Air Taxi  
Make Model Name : Jet/Long Ranger/206  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 135  
Flight Plan : None  
Flight Phase : Descent  
Route In Use : None  
Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.TRACON : ZZZ  
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior  
Airspace.Class E : ZZZ

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Taxi  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 9000  
Experience.Flight Crew.Last 90 Days : 100  
Experience.Flight Crew.Type : 7000  
ASRS Report Number.Accession Number : 1533213  
Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 300  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

The flights were to adjust autorotation RPM. I departed eastbound then asked for a climbing southeast heading to 2500 (class B 3000) where I would enter a power off 60kt glide (2000 fpm). This procedure was done 4 times (3 different aircraft) in less than an hour with each flight lasting 6 to 12 minutes. The airport has a split frequency most of the time with all helicopters and traffic north of the field on 134.6 and traffic south of the field on 118.9. The second flight was a different controller who asked me to contact Approach above 2000ft for B airspace. I responded that B started at 3000 so declined to comply. On the forth flight on a east south east heading, on the helicopter frequency descending through 1500ft, a Piper cherokee passed directly underneath (300 or less) westbound on the south frequency of 118.9. I inquired to the controller of the traffic who told me to switch to 118.9 for that info. Doing as directed I then had a lengthy discussion with the tower chief over the phone after landing. The Piper may have had his vision blinded by the position of the sun. I do not believe he saw us. The N/helicopter controllers sometimes point out traffic to us helicopters when they are not busy with north traffic. I think the procedure should insist that helicopters operate on the south frequency whenever we are approaching or turning that direction especially when climbing above 500 ft. I calculate at my rate of descent I was about 10 to 15 seconds within impact.

## Synopsis

Helicopter Pilot reported that while conducting maintenance checks of autorotation a NMAC with another aircraft occurred.

## Time / Day

Date : 201803

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : COF.Airport

State Reference : FL

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : MLB

Aircraft Operator : Personal

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Ferry

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class D : COF

## Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class D : COF

## Person

Reference : 1

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 : Rotorcraft

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 7400

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 3000

ASRS Report Number.Accession Number : 1532071

Human Factors : Other / Unknown

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

While flying through Patrick AFB's class D airspace, I had a near miss with an unauthorized drone operating without the knowledge of the Patrick AFB Tower. This drone was launched from an Air Force owned housing annex [which is] within the boundaries of the Patrick AFB class Delta airspace. I notified the Patrick AFB flight safety department and tower on two prior occasions to report the same activity. I reported the near miss to MLB Tower and they notified the Patrick AFB Tower due to the fact that I was handed off to the MLB Tower while still inside Patrick AFB's airspace. I once again reported this to the Patrick AFB's flight safety department and requested they address this issue. As a result I was barred access from the base.

## Synopsis

Helicopter pilot reported a NMAC with a drone operating while traversing Patrick AFB's class D airspace.

## Time / Day

Date : 201804

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 6500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Taxi

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

Operating Under FAR Part : Part 135

Mission : Ambulance

Flight Phase : Cruise

## Component

Aircraft Component : Chip Detector

Aircraft Reference : X

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

ASRS Report Number.Accession Number : 1531647

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Time Pressure

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Maintenance Action

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  
Primary Problem : Aircraft

## Narrative: 1

While enroute on descent around 6,500 FT MSL we got an engine chip light about 12 NM from the destination. I notified approach control of our situation while I began to look for a spot off our nose. Being we had a strong quartering left head wind and picked a landing zone (LZ) at a pull off area that was adjacent to the only straight hard surfaced road in the area. As I started to inform the med crew of the LZ I had picked out with the backup plan to land on the road if need be when I heard pop followed by a decrease engine sound, rapid descent and low rotor horn. I quickly lowered collective and came more aft cyclic and entered an auto assuming engine failure and notified ATC of our issue. Being I already had the straight road picked out off our nose I continued to keep heading in that direction. I focused all my attention on rotor RPM, airspeed and LZ and began to scan for vehicle traffic and make sure my glide wasn't going to run into any of the power lines that crossed the road. I followed the auto procedures and performed a full down auto-rotation on the road. As soon as we came to a stop, happily upright, white smoke started pushing pass the aircraft sides and nose so I performed the engine emergency shutdown in case the engine was still running. The smoke dissipated and once the blades stopped, we egressed with the fire extinguisher and planned to move the patient but saw no fire or apparent damage to the aircraft on inspection. The patient was picked up by another company aircraft 10 minutes away. A logbook entry was not put in the aircraft logbook; the times right before I was about to pull the logbook out and make a maintenance entry I got distracted due to a Sheriff deputy asking if it was possible to open a lane of traffic next to the aircraft [and] allow traffic to head home.

## Synopsis

Eurocopter AS350 Captain reported they experienced a "chip detector" warning light during cruise and made a succesful auto rotation and off field landing.

## Time / Day

Date : 201803  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ITO.Airport  
State Reference : HI  
Relative Position.Angle.Radial : 270  
Relative Position.Distance.Nautical Miles : 2  
Altitude.MSL.Single Value : 5300

## Environment

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

## Aircraft

Reference : X  
ATC / Advisory.TRACON : ITO  
Aircraft Operator : Air Taxi  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 135  
Flight Plan : VFR  
Mission : Passenger  
Flight Phase : Cruise  
Route In Use : None  
Airspace.Class E : ITO

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Taxi  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 9300  
Experience.Flight Crew.Last 90 Days : 200  
Experience.Flight Crew.Type : 7500  
ASRS Report Number.Accession Number : 1530801

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 150  
Miss Distance.Vertical : 0

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

## Assessments

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

## Narrative: 1

I was transitioning northwest above ITO (Hilo) airport at approximately 5,300 feet when an unmanned weather balloon passed my right side at eye level roughly 150 feet away. I announced this event to the approach controller on duty.

Strangely, this is not the first, second or third time this has happened to me in the same general area and approximately the same time of day over the last seven years. At least three, maybe more times prior, I have had somewhat near misses with these weather balloons. I fear that someday, this will not be a near miss. I do not blame the approach controller, as these balloons are completely invisible to him/her, and after a short time from launch the exact location of the balloon becomes entirely unknown.

I strongly urge the FAA to partner up with the National Weather Service and mandate ADS-B out installation on future versions of weather balloon hardware. This would allow any aircraft with ADS-B in to identify and avoid the balloons, and would also allow ATC to monitor the balloon location throughout ascent. The equipment required is already available and is incredibly small and lightweight.

## Synopsis

A helicopter pilot reported a NMAC with an unmanned weather balloon near Hilo airport.

## Time / Day

Date : 201803

## Place

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Dusk

## Aircraft

Reference : X

Make Model Name : EC135

## Component

Aircraft Component : Fuel Line, Fittings, & Connectors

Aircraft Reference : X

Problem : Malfunctioning

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1530508

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Detector.Person : Flight Crew

When Detected : Routine Inspection

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Procedure

Primary Problem : Aircraft

## Narrative: 1

During walk around inspection, I immediately noticed fuel dripping from the #1 Engine drain line and a pool of fuel on the ground. Inspected the #1 Engine bay and found the entire engine and engine bay covered in a thin coating of fuel. Primarily, fuel on the forward part of engine bay, accessory section and fuel heavier on the engine bay deck. Mechanic arrived and found the #1 Engine main fuel line connection loose at the FCU (Fuel Control Unit). Main Fuel line connections have eyelets for safety wire to secure connections in place and prevent "backing off." Present maintenance procedures do not install safety wire to these connections. Request safety wire be installed to all engine fuel and oil line

connections for a safety and security of these connections. Furthermore, engine fuel and oil connections are not marked with slip mark paint for visual inspection of safety and security of the connections and/or if they are marked. Request application of slip mark paint to all engine fuel and oil connections.

## Synopsis

EC135 helicopter Captain reported excessive fuel was dripping from the engine drain line creating a pool on the ground.

## Time / Day

Date : 201803  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : PCT.TRACON  
State Reference : VA  
Altitude.MSL.Single Value : 1500

## Aircraft : 1

Reference : X  
ATC / Advisory.TRACON : PCT  
Make Model Name : A319  
Crew Size.Number Of Crew : 2  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Final Approach  
Route In Use : Visual Approach  
Airspace.Class B : DCA

## Aircraft : 2

Reference : Y  
Aircraft Operator : Government  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Passenger  
Flight Phase : Taxi  
Route In Use : None

## Person

Reference : 1  
Location Of Person.Facility : PCT.TRACON  
Reporter Organization : Government  
Function.Air Traffic Control : Approach  
Qualification.Air Traffic Control : Fully Certified  
ASRS Report Number.Accession Number : 1529267  
Human Factors : Time Pressure

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Air Traffic Control  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

I was working DCA [and] was in a south configuration. DCAFR was open because [VIP] was going to be leaving soon and there was a significant amount of traffic. When we heard the 3 minutes to lift call Aircraft X was already south of P56B and could have landed with absolutely no effect on the [VIP] movement. The tower broke Aircraft X out anyway. There was no need for the arrival to go around for the helicopter that was still on the ground and wouldn't have even been airborne until after Aircraft X had landed.

We have to get some sort of SOP for these VIP movements because it's different every time so we don't know what to expect. There needs to be better communication with [controlling agency] to let them know what impact there is to the operation at DCA.

## Synopsis

PCT controller reported DCA Tower issued a go-around to an air carrier arrival due to poor communication and lack of procedure for a VIP movement.

## Time / Day

Date : 201803

## Place

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

## Environment

Flight Conditions : Marginal  
Weather Elements / Visibility : Fog  
Light : Night

## Aircraft

Reference : X  
ATC / Advisory.TRACON : ZZZ  
Aircraft Operator : Air Taxi  
Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 135  
Flight Plan : VFR  
Mission : Ambulance  
Flight Phase : Cruise  
Airspace.Class E : ZZZ

## Person

Reference : 1  
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 : Commercial  
Qualification.Flight Crew : Rotorcraft  
Qualification.Flight Crew : Instrument  
ASRS Report Number.Accession Number : 1527257  
Human Factors : Workload

## Events

Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Inflight Event / Encounter : VFR In IMC  
Anomaly.Inflight Event / Encounter : Weather / Turbulence  
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Regained Aircraft Control  
Result.Flight Crew : Became Reoriented

## Assessments



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

## Narrative: 1

Flight encountered IMC at night on NVGs which resulted in an unusual flight attitude almost immediately. During the regaining control of the aircraft into a stable flight path, no call was made to approach declaring an emergency or a change to the aircraft squawk due to the task saturation. Once the aircraft control was regained and stabilized, we then started with the company IMC procedures, but regained VMC at that time prior to making the appropriate emergency call or squawk. [Operations] was informed that VMC had been regained and we proceeded VFR.

Given the situation, all focus and effort was on aircraft control and any change to radios would have compounded the issue. Had we remained in VMC after regaining control of the aircraft we would then have proceeded with the IMC checklist which includes making the appropriate calls and squawk change.

## Synopsis

Helicopter air taxi pilot reported entering instrument condition and an unusual attitude while operating with night vision goggles.

## Time / Day

Date : 201803

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : FDK.Airport

State Reference : US

Altitude.AGL.Single Value : 500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 50

Light : Daylight

Ceiling.Single Value : 25000

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : FDK

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Ferry

Flight Phase : Takeoff

Route In Use : Direct

Airspace.Class D : FDK

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : FDK

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Landing

Airspace.Class D : FDK

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : FDK

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Operating Under FAR Part : Part 135

Flight Phase : Takeoff

Airspace.Class D : FDK

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 5600  
Experience.Flight Crew.Last 90 Days : 150  
Experience.Flight Crew.Type : 2500  
ASRS Report Number.Accession Number : 1527040  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Detector.Automation : Aircraft Other Automation  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 2500  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

During a VFR flight operating into FDK to get fuel on a ferry flight we encountered several potential collisions. During initial landing phase we called up to obtain landing clearance about 12 miles SW of FDK. We were told to report a 5 mile final and we did hear other traffic in the pattern. As they were fairly busy we slowed to try to accommodate some distance to the landing traffic in front which we had in sight visually. During the landing phase I noticed the aircraft on the runway was taking much more time than anticipated and we initiated the go around. As we initiated the go-around maneuver we realized the plane was on a touch and go so we side stepped to the right. During all this there were numerous radio calls on Tower frequency that blocked the call from ATC to go-around even though we were already doing so. We entered right traffic and got back in sequence and landed without issue.

Departure we had a very close call with multiple aircraft. We received our takeoff clearance, stating we were cleared for takeoff and to maintain west of the extended centerline for incoming traffic on the ILS 23. During our departure roll I heard that a helicopter was also cleared for takeoff and to maintain west of the runway. As we were on initial climbout the helicopter was moving directly perpendicular to us and then I see it bank very hard left to stay west of runway. We were both climbing at roughly the same speed and rate so we could not maintain west of the extended centerline. Then as we're climbing. We lost sight of the helicopter. I tried numerous times to contact tower about

what altitude the copter was going to and never got an answer. Therefore I did not go west with fear of collision. During this time we received a TIS warning of traffic at our 12 o'clock and +100 feet. I initiated a steep climbing right bank turn to avoid traffic. Never did see the traffic. In my opinion. I think multiple bad decisions happened. If we were cleared for takeoff. Why was the helicopter cleared at the same time? Why didn't she hold us on the ground until the helicopter was cleared? Also, in a busy traffic area, why is there traffic doing a practice instrument approach to the opposite runway during multiple departures? I understand it is see and avoid concept, but it is very hard to mix different aircraft together all meeting at the same spot. If I was a little earlier in the takeoff roll maybe I should have aborted the takeoff to let the helicopter do its departure, but the phase we were in would have created a much more dangerous abort.

## Synopsis

Pilot reported several airborne conflicts while inbound to and outbound from a FDK airport.

## Time / Day

Date : 201802

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Operating Under FAR Part : Part 135

Mission : Ambulance

Flight Phase : Landing

## Person

Reference : 1

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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1525835

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : Airborne Conflict

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Observer

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

## Narrative: 1

After being cleared to land a helicopter requested to hover taxi for a south bound departure. Tower said "cleared to taxi hold short of Runway 7 for landing traffic." We were short final. The helicopter then told Tower we need a south bound departure ASAP. At 200-100 ft during landing the tower said helicopter do you have landing traffic in sight? He said yes then Tower cleared him to cross our runway. We were all shocked when the helicopter crossed when we were 100-flare. It is my opinion that if we had to do a go-around that could have been a potential air hazard. After landing I phoned the tower and asked if I could come up and say hi. The tower said sure come on up. When I got into the tower the tower guys were really cool and I politely said I noticed you cleared the heli to cross when we were on short final. The tower guy said yeah. He said he had you in sight and normally doesn't go that way. I said I understand it was a medical emergency. "Medavac" well we are not used to that so I just wanted to come up and say hi. It was a medical helicopter that requested priority. Maybe wait [until] we landed to clear the helicopter across the runway.

## Synopsis

Air carrier Captain reported that while in the flare to land a helicopter was cleared to cross their runway.

## Time / Day

Date : 201803  
Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : SCT.TRACON  
State Reference : CA  
Altitude.MSL.Single Value : 7400

## Environment

Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.TRACON : SCT  
Aircraft Operator : Military  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 2  
Flight Plan : IFR  
Flight Phase : Descent  
Airspace.Class E : SCT

## Aircraft : 2

Reference : Y  
ATC / Advisory.TRACON : SCT  
Make Model Name : TBM 700/TBM 850  
Crew Size.Number Of Crew : 1  
Flight Phase : Descent  
Route In Use.STAR : KAYOH  
Airspace.Class E : SCT

## Person

Reference : 1  
Location Of Person.Facility : SCT.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) : 15  
ASRS Report Number.Accession Number : 1525744  
Human Factors : Communication Breakdown  
Human Factors : Human-Machine Interface  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Inflight Event / Encounter : CFTT / CFIT  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Aircraft X came from Joshua approach IFR south, level 8,000 ft, landing SBD. Behind it was Aircraft Y at 10,000 ft for SNA (approximately 5 miles). I wanted to get the Aircraft Y down to 8,000 ft and on a heading to hand off to Hemet sector, for the KAYOH arrival. Aircraft X was landing SBD anyhow, so I stepped him down to 7,400 ft (the MVA in that area) to get him as low as possible for the approach and so I could keep Aircraft Y going down above him until he flew past. I then noticed the helicopter dipped below 7,400 ft to 7,200 ft so I started watching, and as it continued down to 7,000 ft, he keyed up and started telling me the location of a fire he saw. He was giving me a lot of detail about the fire, and meanwhile his altitude kept on going down, until he finally unkeyed as he was descending thru 6,700 ft. I told him to climb back up to 7,400 ft, and then gave him the low altitude alert phraseology.

2 things I have thought about: Maybe an odd altitude like 7,400 ft is a confusing altitude for pilots, since normally we assign altitudes in increments of 1,000 ft.

The other is I should have jumped on the altitude discrepancy as soon as I saw the aircraft dip below 7,400 ft, versus waiting and watching, and then being unable to do anything because of frequency usage.

## Synopsis

SCT TRACON Controller reported a Helicopter descended below the MVA while issuing a wildfire report.



## Time / Day

Date : 201803

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : MIA.TRACON

State Reference : FL

Altitude.MSL.Single Value : 3000

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : MIA

Make Model Name : Helicopter

Flight Plan : IFR

Flight Phase : Cruise

Route In Use : Vectors

Airspace.Class B : MIA

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : MIA

Aircraft Operator : Air Carrier

Make Model Name : Bombardier/Canadair Undifferentiated or Other Model

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Route In Use : Vectors

Airspace.Class B : MIA

## Aircraft : 3

Reference : Z

ATC / Advisory.TRACON : MIA

Make Model Name : TBM 700/TBM 850

Flight Plan : VFR

Airspace.Class B : MIA

## Aircraft : 4

Reference : A

ATC / Advisory.TRACON : MIA

Make Model Name : Gulfstream IV / G350 / G450

Airspace.Class B : MIA

## Person

Reference : 1

Location Of Person.Facility : MIA.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1524797  
Human Factors : Communication Breakdown  
Human Factors : Training / Qualification  
Human Factors : Workload  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Air Traffic Control  
Result.Flight Crew : FLC complied w / Automation / Advisory  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Was training my trainee, Miami South Departure sector during the morning departure bank. 1h was split off. Aircraft X was a helicopter orbiting 4nm South East at 035 in front of all our departures who were stopped at 030. There was 15 nm out our South, and the jump airspace was active along with both other skydivers up. My trainee was working heavy southbound traffic off both MIA and FLL going out MNATE not getting the miles he needed off of MIA due to the Supervisor telling the tower, "he's ready for certification, flog him." Then he decides to close 1h and combine the position to us because 1h suddenly had no traffic, and to assign that controller ELMS - electronic learning classes. I objected and he insisted. First, my trainee is nowhere near ready for certification, and considering all the obstacles and complex factors going on, it was creating an undue dangerous situation. We were already at frequency saturation and complexity saturation, any traffic entering that sector would put us at 110%, immediately upon combining, two VFR's pop off, one for practice approaches, another for flight following. My trainee continued to work the position as best he could combined.

Eventually he gets Aircraft Y from the North West inbound and issues him a 130 heading to intercept the localizer and a descent to 020. Shortly thereafter Aircraft Z departs VFR looking for an IFR popup. My trainee issues the clearance with a vector to 270 and a climb to 160 to keep clear of traffic. Aircraft Z read back both the left to heading 270 and climb to 160. Around heading 320 Aircraft Z stops his turn and climb at 025 unsure of what the heading was, converging at the Aircraft A. At the same time, the Aircraft A gets an RA due to VFR traffic maneuvering North West of Aircraft Z that we did not have time to issue because we were too busy vectoring for space out MNATE and having to call on all handoffs because of inadequate spacing out the gate. My trainee saw the conflict and gave immediate turns and altitude restrictions to both aircraft to separate them. Aircraft Z continues to read back instructions correctly but not adhere to, and question them. I

demanded we get off position immediately due to a possible loss of separation, Aircraft Z misread his heading and altitudes a half dozen times and more than once turned the wrong way nor maintained his altitude assigned. It took [the] Supervisor 10 minutes to get us relief because of controllers doing electronic learning.

I understand the idea of trying to create complex/busy traffic for better training, however this should not be done at the expense of safety. The volume with which that sector was pushed to was beyond my own abilities as a trainer, and i've been there when the center says, "spin the departures, no more." we did not have time or space for that. That sector could have been worked combined had the tower been told to adhere to the appropriate departure spacing, which would have caused [Center] to take handoffs. The entire situation would have been exacerbated however if 1h was kept open because they would have dealt with both the departure and the Aircraft A and been able to provide them both with appropriate advisories, not to mention better service than we could have combined.

## Synopsis

MIA TRACON Controller reported during training session in heavy complex traffic, an operational error occurred as pilot failed to follow a clearance. Staffing issues were cited as contributing factors.

## Time / Day

Date : 201801

Local Time Of Day : 0601-1200

## Place

Altitude.AGL.Single Value : 0

## Environment

Light : Night

## Aircraft

Reference : X

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

Crew Size.Number Of Crew : 1

Mission : Ambulance

Maintenance Status.Maintenance Type : Scheduled Maintenance

Maintenance Status.Maintenance Items Involved : Installation

## Component

Aircraft Component : Collective Control

Aircraft Reference : X

Problem : Improperly Operated

## Person

Reference : 1

Location Of Person : Company

Function.Maintenance : Technician

Qualification.Maintenance : Powerplant

Qualification.Maintenance : Airframe

Experience.Maintenance.Technician : 16

ASRS Report Number.Accession Number : 1523945

Human Factors : Situational Awareness

Human Factors : Fatigue

Human Factors : Training / Qualification

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Maintenance

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Maintenance

When Detected : Pre-flight

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Manuals

Contributing Factors / Situations : Procedure  
Primary Problem : Human Factors

## Narrative: 1

One problem was the pilot did not put on the collective lock, the aircraft lifted again and had a hard landing seconds later.

I had removed the dual controls and installed them again, and then removed them again.

This was not familiar to me, I had been to a school for EC130's, but this was the first time working on an EC130 by myself. I found I only used part of the electronic manual and not all of it, because of my unfamiliarity with it. I missed the part of balancing the controls by putting the one end of the balancing spring in another position. I thought I had finished the maintenance properly. I found out later I did not via the tech rep. The spring tension/position may have been a factor in the aircraft becoming airborne and then landing again hard.

I see where I could have done a better job, but I had difficulty with both the tech manual site and electronic tech manuals due to my inexperience. I also had asked my company bosses for more training before the helicopter arrived. I was also working at night and was tired. Just from being up at night. I usually work days.

## Synopsis

A Helicopter Maintenance Technician reported that the balancing spring for the dual controls was not in the proper position.

## Time / Day

Date : 201802  
Local Time Of Day : 0601-1200

## Place

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

## Environment

Flight Conditions : IMC  
Weather Elements / Visibility : Snow  
Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Air Taxi  
Make Model Name : Gulfstream V / G500 / G550  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 135  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Parked

## Aircraft : 2

Reference : Y  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Airspace.Class B : ZZZ

## Person

Reference : 1  
Location Of Person : Company  
Reporter Organization : Air Taxi  
Function.Flight Crew : Other / Unknown  
ASRS Report Number.Accession Number : 1522589  
Human Factors : Confusion  
Human Factors : Time Pressure  
Human Factors : Training / Qualification  
Human Factors : Workload  
Human Factors : Situational Awareness

## Events

Anomaly.Deviation - Speed : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Ground Event / Encounter : Other / Unknown  
Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew  
When Detected : Pre-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

It was snowing upon landing. Snow was not forecast to start till [later], [Crew member and I] began to look into deice options. During the course of the morning we removed the melting snow from the aircraft with soft rubber squeegees. [We] secured a bucket truck and personnel to assist with precipitation removal from the tail as we were informed deice services were no longer available at the airport.

Concurrently with the arrival of our passengers and aircraft owner, a helicopter service was secured to assist with the removal of melting snow. The helicopter flew over head as requested. The helicopter landed and the helicopter became airborne and approached the tail. We immediately realized that an additional attempt to pass overhead was about to occur. I made my way to the cockpit and contacted ground control requesting they contact the pilot of the helicopter to have him stop the operation. An additional attempt was made on tower frequency. It was shortly after this the helicopter landed and operations in this effort stopped.

In reflection, this procedure was not an acceptable means of snow removal. Failure to immediately report these events was in poor form and I know this is unacceptable. I can not recall a time when I failed to maintain my "safety first" standard and know it will not be repeated.

## Synopsis

Gulfstream G550 pilot reported safety issues with melting snow removal procedures via helicopter service.

## Time / Day

Date : 201802

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : LGB.Airport

State Reference : CA

Altitude.MSL.Single Value : 500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 20

Light : Daylight

Ceiling.Single Value : 20000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : LGB

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class D : LGB

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : LGB

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Cruise

Airspace.Class D : LGB

## Person

Reference : 1

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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 10000



Experience.Flight Crew.Last 90 Days : 130  
Experience.Flight Crew.Type : 5500  
ASRS Report Number.Accession Number : 1522068

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 10  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I had passengers loaded on Helicopter X. After receiving the thumbs up from the ramper, I made a radio call on CTAF, indicating I was lifting to the south. Approaching Queens Gate and leveling off at 500', I made another radio call, indicating Helicopter X at Queens Gate southbound. I noticed a traffic indication on my GPS showing a target very close and 100' below. I looked around but did not see anything. Within about 3 seconds, I saw Helicopter Y to my left and slightly lower, traveling at a high speed west bound from left to right. I immediately performed a cyclic climbing evasive maneuver to avoid his rotor disc, missing the aircraft by only about 10-20 feet. I tried to call the other helicopter several times but received no response. He or she apparently did not see me at all, as they took no evasive action.

[An individual] from the base called me to discuss the matter. He indicated no violation could occur, as this was uncontrolled airspace. I informed him that this is a busy area and aircraft should be announcing positions and intentions as indicated on the appropriate aeronautical charts. He told me they use [a different frequency], which is on the sectional charts. I have been informed that that frequency was discontinued on charts years ago. He agreed that further training and reporting of proper frequencies to use outside controlled airspace is important and will pursue the matter.

## Synopsis

Helicopter pilot reported taking evasive action to avoid a NMAC with another helicopter. Reporter was utilizing the current published frequency, while the other Helicopter was possibly utilizing outdated frequency information.

## Time / Day

Date : 201802  
Local Time Of Day : 0001-0600

## Place

Locale Reference.ATC Facility : ZAU.ARTCC  
State Reference : IL  
Altitude.MSL.Single Value : 22000

## Aircraft : 1

Reference : X  
ATC / Advisory.Center : ZAU  
Aircraft Operator : Air Carrier  
Make Model Name : Regional Jet 900 (CRJ900)  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 121  
Flight Plan : IFR  
Mission : Passenger  
Nav In Use.Localizer/Glideslope/ILS : Runway 36  
Flight Phase : Final Approach  
Airspace.Class E : ZAU

## Aircraft : 2

Reference : Y  
ATC / Advisory.Center : ZAU  
Aircraft Operator : Air Carrier  
Make Model Name : Commercial Fixed Wing  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 121  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Initial Approach  
Airspace.Class E : ZAU

## Aircraft : 3

Reference : Z  
ATC / Advisory.Center : ZAU  
Aircraft Operator : Air Taxi  
Make Model Name : Helicopter  
Operating Under FAR Part : Part 135  
Airspace.Class E : ZAU

## Person : 1

Reference : 1  
Location Of Person.Facility : ZAU.ARTCC  
Reporter Organization : Government  
Function.Air Traffic Control : Enroute  
Qualification.Air Traffic Control : Fully Certified  
ASRS Report Number.Accession Number : 1521095

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

## Person : 2

Reference : 2  
Location Of Person.Facility : ZAU.ARTCC  
Reporter Organization : Government  
Function.Air Traffic Control : Enroute  
Qualification.Air Traffic Control : Fully Certified  
ASRS Report Number.Accession Number : 1521114  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : Clearance  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Separated Traffic

## Assessments

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

## Narrative: 1

I had just taken MSN approach airspace. I had 3 aircraft inbound to MSN. The first one, CRJ-900, was assigned direct OZMIX and a descent to 030 by MSN approach before they closed. I immediately recognized I needed to turn him out farther from OZMIX and issued the turn. Once he was level at 030, I realized I would need him at 036 as per the approach plate. The MVA in the area he was flying was 030 so everything was fine and I issued a climb back up to 036. The pilot questioned the climb and I explained that I have different rules than an approach control and I did in fact need him to climb back up 600 feet. He did and I was able to issue the approach clearance to ILS 36. I had 2 other aircraft I was vectoring to set up for the ILS 36. I had an Air Carrier Y aircraft at 040 joining the localizer and was waiting for a down time/cancellation on CRJ-900 before I issued the approach clearance to Air Carrier Y aircraft. I then saw CRJ-900 reacquire radar and climbed up to 022 and did a hard left turn coming back around the airport. He did not contact me with his intentions nor did he execute the proper missed approach procedure. Not knowing what he would do, I climbed Air Carrier Y aircraft to 050 and turned to a 040 heading. My third aircraft was still at 080 and was now being vectored through the localizer. At the same time, I had a VFR helicopter call at 020 approximately 3 miles west of MSN, the same area CRJ-900 was now flying. I issued traffic to the VFR. The only communication I had with CRJ-900 from then on was when he cancelled IFR on my frequency at approximately XA12. I issued the brasher warning but got no response. I called CRJ-900

approximately 3 more times trying to get an acknowledgment, but never received any. Having received his cancellation I was able to turn both other arrivals back around and line them up for their approaches. My d-side called the supervisor to report the pilot deviation.

I should have stopped the initial descent to 030 from MSN approach and issued 036 right away. I don't believe the climb back up made a difference to him missing his approach though, as all aircraft start that approach at 036. The pilot should have done the proper missed approach procedure and contacted me immediately to advise his intentions.

## Narrative: 2

I returned to the area from my break. Our routine on the mid is for me to take the radar at that point and the radar takes the D-side, with the 3rd controller beginning their break. I was initiating a briefing when the radar controller realized that the MSN approach controller had issued the first of the 3 arrivals an altitude below what our approach rules allow. The radar assigned a climb to 036 from 030. The pilot was clearly not pleased but the radar explained very amicably. The CRJ-900 was issued a turn to join straight in approach clearance to ILS36 at MSN. The radar wanted to finish up the CRJ-900 and get a couple other aircraft approach things readied before giving me the sector so I was waiting and observing from beside, not technically the D-side. The second arrival was assigned a heading to join but not the approach clearance and not very long after, the CRJ-900 reacquired North of the field at 022, well below any of our altitude requirements. The CRJ-900 made a hard left turn to a southbound path within 5 miles of the airport, into a VFR Helicopter that had just departed a [medical facility] southwest of MSN and into the face of the 2nd arrival. This is not the missed procedure nor is it the proper full approach procedure. The radar climbed and turned the 2nd arrival to the northeast since we were very uncertain as to what the CRJ-900 was doing. After numerous tries on the frequency as well as trying to have the 2nd arrival go through the pilot frequency to contact the CRJ-900, no communication was re-established. The CRJ-900 continued at 022 for the rest of the maneuvering and proceeded to overfly the FAF, about 8 miles south of the field, if I remember correctly, executing their own missed approach then cancelled IFR at the airport. The OM was a little confused as to how to handle it. I took the sector, once the information was handed off. Before long, the overnight OM came to the area for more info. We were told the pilot did not call yet and they probably won't. It was mentioned that this isn't a very uncommon in tower environments. The 2nd and 3rd arrivals were passenger planes.

There's really nothing we could've done to make the pilot contact us on his missed approach. I think that the change in plans and control instructions that had to happen because of CRJ-900 not following the rules happened very efficiently and timely. Unfortunately it impacted the Helicopter as well as 2 other passenger aircraft.

## Synopsis

ZAU controllers reported a CRJ-900 executed a missed approach, but failed to notify ATC promptly, did not fly the published procedure, instead maneuvered VFR below MVA, NORDO, causing delays and a conflict.

## Time / Day

Date : 201801

## Place

Altitude.AGL.Single Value : 500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 5

Light : Daylight

Ceiling.Single Value : 2000

## Aircraft : 1

Reference : X

Aircraft Operator : Corporate

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : DVFR

Mission : Utility

## Aircraft : 2

Reference : Y

Aircraft Operator : Corporate

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Takeoff

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1650

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 165

ASRS Report Number.Accession Number : 1521059

Human Factors : Situational Awareness

Human Factors : Confusion

## 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

The two aircraft successfully executed the see-and-avoid procedure described in 14 CFR 91.113, with both missing to the right to avoid a head-on collision. This event could, however, have been executed with a higher margin for safety. The helicopter pilot decided to take off in close proximity to the fixed wing aircraft, the pilot could have more thoroughly visually cleared the area before taking off. Though the weather was above VFR minimums, the relatively low overcast and reduced visibility certainly made this task harder for the helicopter pilot. The fixed wing aircraft could have begun its deviation to the right of course more expediently after establishing visual contact with the helicopter. The external pressure to maintain the planned route to ensure the collection of high quality data, and the pilot's uncertainty as to whether the helicopter's takeoff was imminent after first seeing it on the oil rig's landing pad were factors that delayed this decision.

## Synopsis

GA pilot reported a NMAC with a helicopter in the vicinity of a VOR.

## Time / Day

Date : 201802

## Place

Locale Reference.Airport : ISP.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ISP

Aircraft Operator : Air Carrier

Make Model Name : Large Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Phase : Takeoff

Airspace.Class C : ISP

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Airspace.Class C : ISP

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1520210

Human Factors : Situational Awareness

## Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1520267

Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - 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 : Human Factors

## Narrative: 1

We were given a takeoff clearance for Runway 24 at ISP and began the takeoff roll. While proceeding down the runway, I noticed a helicopter had lifted off and was hovering (approximately 200'-400' AGL) in the vicinity of Taxiway Golf and Runway 24. The First Officer pointed out the helicopter and it appeared to be drifting toward Runway 24. I acknowledged that I saw the helicopter. Shortly after rotation, and at a safe altitude, I verbalized that I was beginning a left turn to avoid and provide a safe distance from the helicopter. Shortly thereafter we were told to contact Departure.

Helicopter traffic departing in close proximity to an active runway needs to be verified clear before an aircraft is given a takeoff clearance.

## Narrative: 2

As we began to lift off and climb, I noticed the helicopter began to drift to the left, closer to our aircraft's track. The closure rate was extremely high as our airspeed began to build and the distance between us, and the helicopter was rapidly closing. I voiced concern to the Captain regarding the distance from the traffic and he began a left bank and our aircraft began a diverging course from the helicopter.

During that time we heard the Tower issue the helicopter a right turn, which was never acknowledged. Then again, the Tower ordered a right turn from the helicopter, which was acknowledged with a seemingly confused response. As we accelerated past the helicopter it passed safely off the right wing as we were climbing through roughly 400' or so. I've never been that close to another aircraft. I'd hate to guess at an actual distance but it was close enough to cause great concern. I verbalized those concerns the best I could to the Captain. The Captain did an excellent job listening and verbalizing his actions.

## Synopsis

Air Carrier flight crew reported a NMAC with a helicopter shortly after takeoff from ISP airport.



## Time / Day

Date : 201802

## Place

Locale Reference.Airport : WHP.Airport  
State Reference : CA  
Relative Position.Distance.Nautical Miles : 3  
Altitude.AGL.Single Value : 600

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : WHP  
Aircraft Operator : Government  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Training  
Flight Phase : Cruise  
Airspace.Class D : WHP

## Aircraft : 2

Reference : Y  
ATC / Advisory.Tower : WHP  
Make Model Name : Cessna Single Piston Undifferentiated or Other Model  
Crew Size.Number Of Crew : 1  
Airspace.Class D : WHP

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Government  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 1900  
Experience.Flight Crew.Last 90 Days : 50  
Experience.Flight Crew.Type : 1200  
ASRS Report Number.Accession Number : 1519105  
Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 250  
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

I flew to Lopez Landfill for a landing (Lopez Landfill is located just northeast of the 118 and 210 Freeway interchange). I was a single pilot, with three crew members in the cabin. I departed and transitioned east to Whiteman Airspace via the 118 Freeway. I estimate my altitude was approximately 600-700 ft AGL. I contacted Whiteman Tower just after passing over the 405 Freeway prior to entering Whiteman Airspace, and requested the 118 Freeway transition to Lopez Landfill. Whiteman Tower approved the transition, and notified me of traffic at my 1 o'clock, and then immediately corrected the traffic to my 10 to 11 o'clock. I scanned my 1 o'clock area first, and then scanned 10 to 11 o'clock area after hearing the correction. I quickly notified Whiteman Tower "negative traffic." I continued East along the 118 Freeway for several seconds, and just prior to the 5 Freeway interchange, a crewmember called out traffic at my 3 to 4 o'clock, approximately 100 ft above us and 200-300 ft away. At the same time the crewmember spoke up, the other aircraft notified Whiteman Tower that they saw our aircraft, and Whiteman Tower notified them that we were transitioning along the 118 Freeway. The traffic was flying east northeast while we were flying east, so we were on converging paths, however, we were flying faster; approximately 120 knots, and we were pulling away from the traffic that looked like a single engine Cessna. I immediately descended to approximately 500 ft to ensure that we were well below the traffic. I then continued my transition to Lopez Landfill via the 118 Freeway.

I don't believe we were ever in danger of colliding because we were at different altitudes and airspeeds. I speculate that the other aircraft was originally at the 2 to 3 o'clock position when I was first informed of the other aircraft instead of the 10 or 11 or 1 o'clock position. I did not see the other aircraft because they blended in with surrounding city and mountain terrain in the distance.

## Synopsis

Helicopter pilot reported a NMAC while transitioning WHP airspace.

## Time / Day

Date : 201802  
Local Time Of Day : 1201-1800

## Place

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

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Reference : X  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Training  
Flight Phase : Parked

## Aircraft : 2

Reference : Y  
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior  
Crew Size.Number Of Crew : 1  
Flight Phase : Climb

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Function.Flight Crew : Instructor  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 1400  
Experience.Flight Crew.Last 90 Days : 100  
Experience.Flight Crew.Type : 100  
ASRS Report Number.Accession Number : 1518881  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Ground Excursion : Runway  
Detector.Person : Flight Crew

Miss Distance.Horizontal : 75  
Miss Distance.Vertical : 0  
When Detected.Other  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

A student and I had just flown in to ZZZ on a cross country flight. We landed and observed no other traffic in the pattern or on the ground, so we sat on the runway to allow time for my student to readjust his kneeboard for the next leg of the flight. When the student was ready (no more than 30sec after touchdown) he [placed] the helicopter into a hover. As my student was checking his gauges for takeoff we heard over CTAF "...taking the runway one six for takeoff, departure to the north." I then asked my student to perform a right pedal turn to look behind us down the runway to make sure there was not an aircraft "barreling down on us". My student saw an aircraft rolling toward us and said "uuuh, he is". I then turned my head, saw the aircraft approaching us, took the controls and rapidly moved us into the grass area to the right of [the] runway. I made a radio call saying that I was on the active runway, no response from the airplane. As the aircraft passed us, I called out his tail number "Aircraft Y" To which someone replied "You're on the grass!" The pilot made no other radio calls. Estimated distance of closest intercept was 75 ft.

## Synopsis

Helicopter pilot reported that while hovering over the runway at a non towered airport, another aircraft started a takeoff roll down the same runway.

## Time / Day

Date : 201802

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Work Environment Factor : Temperature - Extreme

## Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : MD Helicopter 500/C/D/E/L

Crew Size.Number Of Crew : 1

Flight Phase : Parked

Maintenance Status.Maintenance Deferred : N

Maintenance Status.Released For Service : Y

Maintenance Status.Maintenance Items Involved : Testing

## Component

Aircraft Component : Collective Control

Aircraft Reference : X

Problem : Failed

## Person

Reference : 1

Reporter Organization : Government

Function.Maintenance : Inspector

Qualification.Maintenance : Airframe

Qualification.Maintenance : Powerplant

ASRS Report Number.Accession Number : 1518645

Analyst Callback : Completed

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Detector.Person : Maintenance

When Detected : Pre-flight

Result.General : Maintenance Action

Result.Aircraft : Aircraft Damaged

## Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Weather

Primary Problem : Aircraft

## Narrative: 1

The aircraft was left outside to cold soak to ensure the collective would operate during operations in cold temperatures. The pilot could not operate the collective and the collective handle section broke off in the pilot's hand. The aircraft manufacturer was contacted by the certificate owner Director of Maintenance. The certificate holder ordered a replacement part made from aluminum, however it is not available and received the same part which had broken.

### Callback: 1

The reporter stated that after cold soaking the aircraft the collective control for the rotor became very stiff to operate. The pilot testing the system put extra pressure on the handle trying to get it to move when the handle broke off in his hand. The reporter also stated that the handle is made of magnesium and has a history of cracking in extreme cold temperatures. The reporter stated that an aluminum handle is also used for this application, but there was none available at the time of this incident so it was replaced with the same type of handle. The reporter stated that in their database there are two incidents of collective control handles cracking in this environment. Fortunately, none of these handles have broken in flight.

### Synopsis

FAA Maintenance Inspector reported the collective handle of an MD500 broke off during the pilot's preflight in extreme cold weather.

## Time / Day

Date : 201802

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZBW.ARTCC

State Reference : NH

Altitude.MSL.Single Value : 3000

## Environment

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Center : ZBW

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Cruise

Airspace.Class C : BDL

Airspace.Class E : ZBW

## Person

Reference : 1

Location Of Person.Facility : ZBW.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) : 3

ASRS Report Number.Accession Number : 1518352

Human Factors : Communication Breakdown

Human Factors : Workload

Human Factors : Human-Machine Interface

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Clearance

Anomaly.Inflight Event / Encounter : CFTT / CFIT

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

## Narrative: 1

Working moderate traffic at 36/37, one holding the sector. Sector was complex due to practice approach in progress as well as multiple climbing/descending traffic that needed to be threaded through other traffic as well as VFRs. BDL called for a manual handoff. I observed the target at 3,100 indicating a '-' sign and 4,000 as the assigned altitude. The MIA in that area is 3,600. I do not remember BDL advising me of the aircraft's assigned altitude. I observed the aircraft at 3,200 and believed it climbing to 4,000. The aircraft had PAR routing and the data tag was controlled by unknown. I had to '/ok' the data block. I was unable to suppress the PDR with an amendment message and had to manually go into the flight plan on the D-side and manually append a \* to suppress the PDR. Meanwhile, I noticed the aircraft was back at 3,100 and called BDL to confirm the aircraft's assigned altitude. BDL did not answer the line. I also had to coordinate with LEB for a different helicopter doing an approach there so I accomplished that. I called BDL again and this time they answered. They sounded annoyed. I asked what altitude the helicopter was assigned. They said 3,000. I instructed them to climb the helicopter to 4,000. They said they had already shipped him and started yelling over the line something which I did not understand. I called out to the helicopter and he answered. I climbed him to 4,000, returning him to a safe altitude.

I was unable to determine why BDL was unable to flash the helicopter to me, who had control of the data block, why the assigned altitude in the data block was different than what the aircraft was assigned, why the route had PDR that was not suppressed, why I was unable to suppress the PDR through normal means, or why BDL was upset with me for coordinating to ensure safety of flight. This happened because the BDL MIAs are different from the center MIAs, and additionally the complexity of the sector meant I needed to spend minimum time on the land lines so I did not verify the aircraft's assigned altitude. Additionally, BDL was distinctly unhelpful as I attempted to ensure safety of flight. A D-side would have been helpful but the sector "blew up" so fast there was not time to obtain one, and the sector was back under control a few seconds later.

Facilities that have MIAs lower than adjacent facilities need to have that information readily available to them, so in situations where the automation fails it is less likely that an improper altitude assignment will be missed. It needs to be investigated why the automation failed here. This is not an isolated event between BDL and ZBW. It happens routinely.

## Synopsis

ZBW Controller reported receiving a non-automated handoff from BDL below the Minimum IFR Altitude (MIA) indicating climbing to an assigned altitude of 4,000. The aircraft was actually assigned an altitude below the ZBW Controller's MIA.



## Time / Day

Date : 201802

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ADQ.Airport

State Reference : AK

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ADQ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class D : ADQ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ADQ

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Airspace.Class D : ADQ

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1517238

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Communication Breakdown

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

## Person : 2

Reference : 2  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : First Officer  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1517239  
Human Factors : Workload  
Human Factors : Time Pressure  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

During a visual approach I was the pilot monitoring. The First Officer was pilot flying. The Center held us up at 6000 feet and 2 miles north of the VOR until clearing us for a Visual Approach upon passage of a [military] helicopter at 5000 feet at our 9 o'clock position travelling opposite direction. We were switched to Tower at that altitude and position noting 4 targets on TCAS at that time. The weather was clear daylight however lots of glare off water. I called the Tower. The Tower came back twice with very low unintelligible audio and I came back unreadable weak audio. At third time Tower said how do hear me now? I said loud and clear. He said report two mile right base. I replied unable we are at 6000 feet over VOR due to Center and must descend and turn away from airport for stable approach before coming in. We were past the VOR about one half mile.

At same time we got a TA alert on TCAS directly below us and started looking below. Off to our left below we saw another [military helicopter] 1500 feet below us matching our speed for the airport and not talking on Tower frequency. The aircraft was hard to see due to sun glare off the water but discerned it to be a second [military] Helicopter inbound for ADQ. I queried the Tower and told him we were on straight in final and queried Tower about status of 2nd [military helicopter] below us. Tower said that [military helicopter] was not a factor but I felt otherwise. Tower said to continue, landing clearance further in

as another aircraft was landing in front of us. I replied continuing. This was approximately at 2.5 mile final. Meanwhile three additional VFR aircraft called in to land. One was by Buckskin Lake northwest of the field and one behind us and at least 2 queried for takeoff. Once we completed final checks the First Officer and I both used good CRM to discuss escape maneuver/missed options if we did not receive a landing clearance in time based on aircraft threats in our area we had identified.

Finally the [military helicopter] below us matching our speed came on Tower frequency requesting to land and the Tower instructed the 2nd [military helicopter] to remain clear and called traffic landing (our plane). The 2nd [military helicopter] then said traffic in sight and complied with Tower and remained clear. There was a lot of radio chatter as a result. I also think Tower did not have our current position or have us in sight as he wanted to place another VFR airplane in front of us via right base. The traffic instructed for the base had us in sight and said he was in better position to land behind us. About 1 mile and 500 feet we finally could get out a 2nd request for landing and it was granted. We were told no delay on runway and exit and call the Tower. I thought the Tower had us in sight but I am not sure he did until we were on a mile final and I think this surprised his train of thought. I tried about 5 times to call Tower on telephone but believe he was too busy handling traffic to answer. I talked to him on departure and said there was no need to call now. To his credit I felt he did a remarkable job given the high workload in this scenario. I thanked him for doing the best job under all the workload he had at the time and all of us want to keep things safe. We departed without incident.

#### Narrative: 2

[Report narrative contained no additional information.]

#### Synopsis

Air carrier flight crew reported multiple conflicts with helicopters not in contact with Tower while on approach to ADQ.

## Time / Day

Date : 201802  
Local Time Of Day : 1801-2400

## Place

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

## Environment

Flight Conditions : Marginal  
Weather Elements / Visibility : Fog  
Weather Elements / Visibility.Visibility : 0.75  
Light : Night  
Ceiling.Single Value : 400

## Aircraft

Reference : X  
ATC / Advisory.TRACON : ZZZ  
Aircraft Operator : Air Taxi  
Make Model Name : EC145  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 135  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Final Approach  
Route In Use : Direct  
Route In Use : Vectors

## Person

Reference : 1  
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 : Air Transport Pilot (ATP)  
Experience.Flight Crew.Total : 5100  
Experience.Flight Crew.Last 90 Days : 60  
Experience.Flight Crew.Type : 400  
ASRS Report Number.Accession Number : 1516895

## Events

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

## Assessments

Contributing Factors / Situations : Weather

Primary Problem : Weather

### Narrative: 1

[On] approach for the medical center. The weather minimums were 405 feet and 3/4 mile visibility. At the Missed Approach Point, the landing area could be seen out the right door at approximately 3/4 miles away. I could visually make out the buildings at the medical center. The reason why I decided to continue past the missed approach point was that I felt like the weather ahead of me was higher than at my present position. I would have to make a right turn to ensure that I was making a correct entry into the hospital. As I made a right turn at the hotel next to the park at the medical center, the weather had worsened to the point that I had to make a descent to 200 feet to stay VMC. At no point did I lose visual reference to any obstacles around me. At this point, I knew that I could land in the park, which has an open grassy area with no obstacles, however at this same moment, the hospital helipad came into view. I could see the helipad lights ahead of me approximately 1/4 mile at eye level and was able to initiate a slight climb to bring the aircraft onto the helipad.

### Synopsis

EC-145 pilot reported landing at a medical facility helipad when the weather was at minimums, but the landing environment was in sight.

## Time / Day

Date : 201801

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : FBO

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Passenger

Flight Phase : Parked

## Person

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 900

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 900

ASRS Report Number.Accession Number : 1515157

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

## Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Maintenance

Anomaly.Deviation - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.General : Maintenance Action

Result.General : Flight Cancelled / Delayed

## Assessments

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

## Narrative: 1

I usually come into work early before everybody else because I like peace and quiet to thoroughly preflight, clean the helicopters, and tidy/organize the overall setting to begin receiving customers. On [this day], we happened to have our regular mechanic work on another helicopter. He had already started working when I arrived. Upon preflight of helicopter, I noticed the date written on the oil-filter. It seemed to me lately in the few times I saw the date previously that the date seemed pretty far back in time compared to the use of this helicopter. Due to the mechanic working on another helicopter, the logbooks of the helicopters were in our hangar so I took the opportunity to review the logs. That is when I found that the last entry was an annual inspection performed on the day that corresponded with the date written on the oil-filter. I immediately informed our chief-pilot of my findings, who then reported them to our boss. To my knowledge, the aircraft has been since grounded and is scheduled for maintenance.

[This helicopter] has been operated by multiple pilots, including myself and the owner/boss since the missed 100 hr inspection.

Except for the boss/owner, no one had free access to any of those logbooks. We relied on the word of mouth of the boss/owner and the chief-pilot. Attempts from myself to get to know those numbers remained unanswered by the boss/owner up until [that day].

It is my understanding as pilot that in this particular case I failed my responsibilities as pilot in command to verify the airworthiness of [this] helicopter. In the future, I will make sure the airworthiness on any known aircraft I intend to operate is up to date as well as reviewing the logbooks of any to me new aircraft before I operate it, even if such request would result in a termination of employment.

When I started work as pilot [for this company], I tried to implement a white board visible to all pilots at any time stating any important hours of any aircraft of our fleet i.e. maintenance hours, annual and avionics due dates, as well as the pilots medical dates and BFRs etc. This white board is now hung up, visible to all personnel and will hopefully help ensure that this occurrence remains unique and in the past. Also, since my discovery of this failed 100 hr inspection, the boss/owner has been cooperative with logbooks and was also helpful completing empty slots on this white board.

## Synopsis

Helicopter pilot reported discovering a missed maintenance inspection during preflight review.

## Time / Day

Date : 201801

## Environment

Flight Conditions : VMC

Light : Night

Ceiling : CLR

## Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : MBB-BK 117 All Series

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Mission : Ambulance

Flight Phase : Landing

Maintenance Status.Maintenance Type : Unscheduled Maintenance

Maintenance Status.Maintenance Items Involved : Inspection

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1514838

Human Factors : Situational Awareness

## Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Inflight Event / Encounter : CFTT / CFIT

Detector.Person : Flight Crew

Were Passengers Involved In Event : Y

When Detected : In-flight

Result.Flight Crew : Diverted

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 : Procedure

## Narrative: 1

Established radio contact with on-ground first responders at 5 nm out from scene asking for Landing Zone (LZ) information. The first responders relayed that the LZ will be in the



middle of State highway X, with wires on the south side and north side and some wires crossing the highway at the east end of the LZ area which a police cruiser will be directly under for ID purposes. We as a crew discussed and noted that traffic was still moving on the highway. The moving traffic allowed us to utilize Crew Resource Management (CRM) while conducting two high reconnaissance to identify the obstacles and talk about them. Once we received a radio update from the ground crews that traffic was stopped we commenced our low reconnaissance and approach to the LZ. Winds were negligible and not a factor for landing, so I chose to land to the western heading of the LZ on the highway with all lights to our backs due to numerous car lights on and around the East end of the LZ. I did not want to be blinded under the Night Vision Goggles (NVGs) in the most critical stages of landing when clearance could be an issue. Trying to remain focused and visually aware of distances as we entered the approach phase of landing.

As we descended to the LZ, all three of us continued our discussion of the obstacles with the power lines on the south side of the road, power lines on the north side of the road and trees on the north side of the road, and the power line to the east of the LZ. As we descended and got closer to the road and wires, my flight nurse asked if we can slide right a little to give a bit more separation from the south side wires. I said okay and as I shifted the helicopter to the right simultaneously the main rotor blades made contact with tree branch(s) on the north side of the road/right side of helicopter. All three crewmembers acknowledged tree branches were being hit, what seemed lightly, since I did not feel any feedback in the BK117 flight controls and did not notice any rotor droop. I stopped the descent 20-30 feet above the ground with the idea of avoiding catastrophic damage to the blades from contacting the bigger/thicker branches at the bottom of the tree and raised collective to move helicopter up and away from the designated LZ for a clear field 50 yards to the south of the designated LZ. We climbed up and flew a mini/low reconnaissance circle around to the adjacent field of the designated LZ. We openly talked about any wires or obstacles in the field prior to landing in the field. Also, contacted the first responders that we will be cancelling the flight due to mechanical issues of the helicopter before landing into the field.

Landed helicopter safely down in the field and commenced shutdown procedures. During shutdown, we discussed what happened and talked about the medical crew going by ground with the first responders to aid if needed. Exited the helicopter, called Company Communications. Crew did their walk around while I made the two calls. After my calls, I conducted my post flight walk around looking for blade damage or any other problems. I did not notice any physical or structural damage and just wipe/smear marks in the dirt in the yellow blade tip area from the branch(s) contacting the blades. Logged the blade contact in the logbook and waited for maintenance to conduct inspections.

## Synopsis

BK-117 pilot reported that after the main rotor contacted tree branches during a landing attempt, the helicopter was repositioned to land in a nearby field.

## Time / Day

Date : 201801

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 400

## Environment

Weather Elements / Visibility : Fog

Weather Elements / Visibility.Visibility : 2

Ceiling.Single Value : 500

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Robinson R22

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff

Route In Use : None

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Rotorcraft

Experience.Flight Crew.Total : 450

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 410

ASRS Report Number.Accession Number : 1514618

Human Factors : Distraction

Human Factors : Situational Awareness

## Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Anomaly.Inflight Event / Encounter : VFR In IMC

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Landed As Precaution

Result.Flight Crew : Diverted

## Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Weather

Primary Problem : Weather

## Narrative: 1

I decided to take a student to fly out to practice area to practice some approaches and hover work. We took off after pre-flight, VFR condition with 6000 ceiling and 10 SM Vis, wind was 050 at 6, temp 48, dew point 40, relative humidity rate 73% at ZZZ at the time we took off [approximately one hour before sunset]. I was wearing winter clothes but not the student, we both wore the life vest though. After about 50 minutes flight, I demonstrated an approach to the student then gave him control to take off, at 300 AGL before turning crosswind, I looked around for traffic and noticed fog/low clouds approaching us from the east, I said to the student the weather just turned bad, we have to return to the airport, and the next second visibility around us just dropped drastically. I took over the control from the student and turned towards the airport, about 1 minute later the visibility dropped to about 1 mile and I made a precaution landing to an empty field, 4NM southeast of the airport.

I didn't make the call to [advise the] tower in flight or report the precautionary landing due to the landing itself was pretty stressful as I was trying to confirm nobody was on the field and watch out for poles and wires in the low visibility. I called the tower after we shut down the helicopter.

Based on the TAF report published [six hours earlier], there was going to be temporary drizzle and mist, with ceiling drop to 2500 and VIS drop to 4~5 SM. I decided to go out of the airport anyway. Thought the 7 NM distance would allow us to return in case the weather turns bad, which turned out to be the cause of us flying into that dangerous situation way below my personal minimums. It's a VFR trainer R-22 without attitude indicator or any gyro instrument.

## Synopsis

R22 Flight Instructor reported a precautionary off field land due to unanticipated contact with instrument weather conditions while operating a VFR helicopter.

## Time / Day

Date : 201801

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1200

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : None

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

## Aircraft : 3

Reference : Z

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 825  
Experience.Flight Crew.Last 90 Days : 200  
Experience.Flight Crew.Type : 400  
ASRS Report Number.Accession Number : 1513297  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation - 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 : Procedure  
Contributing Factors / Situations : Human Factors  
Primary Problem : Human Factors

## Narrative: 1

During pattern training for a pre-solo student we were on short final for Runway XX. The winds were favoring that runway, although they were mostly crosswind. A government helicopter was also in the traffic pattern and had just completed a practice ILS to the opposing runway. They had broken off their approach at 1000 feet and entered the right downwind for Runway XX.

The government helicopter alerted us that there was an aircraft on the left downwind to [the opposite direction] runway and they weren't talking to anyone. Prior to that radio call to us, the helicopter had made a call to that aircraft asking their intentions. There was no response. As we did our touch and go (with the correct radio calls) we noticed that this aircraft had turned to a base leg on Runway YY and would be a traffic conflict with the government helicopter, now on a final to Runway XX. We alerted the helicopter and they made a landing on the adjacent taxiway intersection. We had made our crosswind turn early in order to avoid the aircraft.

At some point between then and us entering the downwind for Runway XX, the helicopter called us on the radio to let us know that the aircraft was traveling fast on a new downwind for Runway XX and would be a traffic conflict with us. I took the flight controls and elected for a 360 on the downwind in order to provide this faster aircraft some space. During the 360, we saw the aircraft approaching us rapidly and had to take evasive action to avoid him. We are not sure if this aircraft knew we were on the downwind, or even in his or her vicinity. The aircraft made a full stop taxi back at ZZZ and then departed for presumably their home field.

## Synopsis

C172 flight instructor reported a NMAC with an aircraft that was not transmitting intentions on the CTAF frequency.

## Time / Day

Date : 201801

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 700

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Rain

Weather Elements / Visibility.Visibility : 5

Light : Daylight

Ceiling.Single Value : 1200

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Passenger

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Piper Single Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Cruise

Airspace.Class G : ZZZ

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3331

Experience.Flight Crew.Last 90 Days : 158

ASRS Report Number.Accession Number : 1512953  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 300  
Miss Distance.Vertical : 300  
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

Flying towards lighthouse just offshore at 700 ft, I made a radio call on CTAF that I was nearing the lighthouse. I heard a response from a helicopter coming from the opposite direction reporting bad weather. I announced that I would be making a course reversal. As I turned left 180 degrees, I saw what looked like a Piper Cherokee just above to our right about 300 ft above and 300 ft to the right appearing to be making a climbing bank to the right to avoid us.

Both I and the helicopter that was approaching from behind me now tried to make radio contact with the airplane. He was not on frequency.

I feel that if the airplane had been on frequency, I would not have been surprised to see him, and he would not have been surprised to see me turn, which would have resulted in a much safer interaction.

## Synopsis

Helicopter pilot reported a NMAC with a fixed wing aircraft that was not monitoring the local frequency.



## Time / Day

Date : 201801

Local Time Of Day : 1201-1800

## 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

## Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Passenger

Flight Phase : Cruise

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Passenger

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : ZZZ

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 488

Experience.Flight Crew.Last 90 Days : 51

Experience.Flight Crew.Type : 381

ASRS Report Number.Accession Number : 1512938

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

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 250  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

While conducting tour operations I was headed South West bound along the coast line south of the city. I was flying a Robinson R44 with two passengers onboard. I was receiving radar services from Approach via a discreet transponder code that is outlined in our Letter of Agreement. The turnaround point on the particular flight I was flying was the lighthouse. Typically, if I have wind coming from the South West, I will stay 200-300 ft AGL as I transition down the coast line South West bound to stay well below any traffic arriving to and departing [at the nearby airport]. If the wind is not a headwind I will raise my altitude accordingly. On this particular flight, as was true most of the afternoon, I had approximately 12 knots of head wind and was cruising around 300 ft AGL. I maintained my altitude and slowed from cruise speed to my "Orbit speed" of between 60-70 KIAS as I approached the lighthouse. About midway through my left hand orbit of the light house, a Single Engine High Winged Cessna appeared from behind the lighthouse South bound in a left bank. It was level with my compass on collision course. I immediately lowered collective into the full down position, entered autorotation and lowered the nose to gain airspeed and increase my rate of descent. I recovered from autorotation approximately 100 ft AGL. The airplane crossed what appeared to be directly above us and would have hit us had I not performed the evasive action. After the airplane flew over us we both continued our orbit. I had slowed down to approximately 35-40 knots and was using my anti torque pedals to fly out of trim to keep the airplane off of my nose and in my direct field of vision. The airplane didn't appear to have changed altitude and I passed behind him as he departed to the North East. I do not believe they saw me. I was unable to obtain his N number. About the time I finished my orbit and passed behind the airplane, I could hear the controller working Approach call my N number. I responded and told the controller that, "I'd like to report an NMAC." He Responded, "Yeah, I saw that. Are you ok?"

Without going into the whole dialogue, I reported the Near Mid-Air Collision with the Cessna. I reported it as being either a 172 or 182 because I wasn't sure which type. It was white with a green stripe running down the side which had brown or tan accents on the stripe. The N number was in the stripe on the tail cone. I never established radio communication with that airplane.

[Local] Approach is very good about giving me traffic advisories and does so on daily basis. It is possible that I did not hear the traffic Advisory or alert since I was monitoring Approach, Unicom at [another nearby airport], and Helicopter air to air frequency as per AIM 4-1-11. I was also conducting a tour and conversing with one of the passengers right before the event. I also think that the traffic may have been flying lower than what ATC's Radar would pick up and therefore didn't show up on his display to warn me until the airplane climbed just before reaching the lighthouse to make an orbit. I say this, because the airplane descended after our encounter, which Approach confirmed.

There is a BIG problem with low flying airplanes in the area where we conduct tours. Very few of them are on the radio from my experience in trying to reach them. I think it's partially because of the Class C airspace shelf beginning at 1,200 ft msl. For some strange reason, people are afraid to talk to ATC, or they just don't want to so they stay below it. People also want to fly over [local landmark] and over the lighthouses and over [the city] to see the sights. Almost all do so at an altitude below prescribed minimum safe altitudes prescribed in 91.119. The airplane I encountered at the lighthouse was definitely within 500 ft of a structure (the lighthouse). I think another problem is that a lot of people come into the harbor from [another] airport. I would too. The fuel is cheaper there and it's an easier airport to navigate. Therefore, people are operating closer to an airport with a different frequency than the frequency to which they are tuned. In my particular aircraft, I have the capabilities of monitoring 3 frequencies. I choose to monitor helicopter air to air, UNICOM, and Approach for Radar Services. The problem is that, that is both not enough frequencies and too many all at the same time. There are times when there is someone talking on all 3 frequencies at the same time and you have to decide which two to shut off. The company that I work for has pushed that we publish the air to air frequency on the VFR Sectional. Personally, I would like that whole area made an "Alert Area" with its own frequency printed on the chart. I think it would relieve radio congestion and give pilots guidance as to what frequency they should self-announce on.

I also believe that ADSB cannot come soon enough and needs to be mandatory for all aircraft with an onboard electrical system for operation in ALL airspace. I was unable to read this airplanes N number and was not able to get a hold of them on the radio. Had the airplane been equipped with ADSB out capabilities, Approach would have seen who it was, and I could have too if I had ADSB in capabilities. Because of this, I think that accountability will resolve many issues because people know they are being watched. And if they don't know that they're doing something wrong, they will be able to be educated, because they can be tracked down.

## Synopsis

R44 pilot reported a NMAC with another transiting aircraft that was not monitoring the correct frequencies.

## Time / Day

Date : 201801

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Environment

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A300

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight

Flight Phase : Final Approach

Airspace.Class B : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Mission : Ambulance

Flight Phase : Climb

Airspace.Class B : ZZZ

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1510232

Human Factors : Situational Awareness

## Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1509549  
Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Detector.Automation : Aircraft TA  
Detector.Person : Flight Crew  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

On ILS Tower advised we would have helicopter traffic. We had the traffic in sight, however, he was climbing through our altitude as we were on short final. We received a traffic alert from TCAS and maintained visual contact. Tower questioned the traffic to make sure he would maintain visual separation with us. He then began to climb, as our paths eventually crossed with him being only 200 feet above us as we passed directly beneath him. We had very little lateral separation. I was prepared to execute a resolution advisory if needed. We landed safely without any other incident.

ATC coordinated traffic far too close and to pass only 200 feet above us while we were on final approach. He requested that the helicopter pilot maintain visual separation, but he was too close and greatly reduced the margin for safety. Helicopter traffic should not be cleared into the approach corridor, especially when they are just above the approach path, which would have prevented us from doing a standard go-around if a resolution advisory would have been needed. It would have been a descending resolution with us being less than 1,000 feet AGL.

## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

Airbus A300 flight crew reported that during descent they received a Traffic Alert and came within 200 feet of a helicopter.

## Time / Day

Date : 201712  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : LAS.Airport  
State Reference : NV  
Relative Position.Angle.Radial : 020  
Relative Position.Distance.Nautical Miles : 5  
Altitude.MSL.Single Value : 3500

## Environment

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

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : LAS  
Aircraft Operator : Air Carrier  
Make Model Name : A320  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 121  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Final Approach  
Route In Use : Visual Approach  
Airspace.Class B : LAS

## Aircraft : 2

Reference : Y  
Make Model Name : Helicopter

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Last 90 Days : 150  
Experience.Flight Crew.Type : 5200  
ASRS Report Number.Accession Number : 1506681  
Human Factors : Human-Machine Interface  
Human Factors : Situational Awareness

## Events

Anomaly.Conflict : NMAC  
Detector.Automation : Aircraft RA  
Detector.Automation : Aircraft TA  
Miss Distance.Vertical : 400  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : FLC complied w / Automation / Advisory  
Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

We were cleared by Approach for a Visual Approach and instructed to maintain heading 270 and 3500 ft until intercepting final. We switched to Tower and were informed of a helicopter 1000 ft right below us. We did not have visual contact. Tower instructed us to expedite our turn to final ("start your turn now direct to the numbers"). When intercepting final, leaving 3500 ft as instructed, we had a RA without previous TA. The traffic that was 1000 ft below, was now 400 ft below. We leveled off responding to the RA, maintained 3500 ft until clear of conflict and continued the approach.

## Synopsis

A320 Captain reported a TCAS RA while turning final on a visual approach to Runway 19R LAS.

## Time / Day

Date : 201712  
Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : TOL.TRACON  
State Reference : OH  
Altitude.MSL.Single Value : 2300

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 10  
Light : Night  
Ceiling.Single Value : 3000

## Aircraft : 1

Reference : X  
ATC / Advisory.TRACON : TOL  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Passenger  
Flight Phase : Climb  
Route In Use : None  
Airspace.Class C : TOL

## Aircraft : 2

Reference : Y  
ATC / Advisory.TRACON : TOL  
Make Model Name : Small Aircraft  
Crew Size.Number Of Crew : 1  
Flight Phase : Cruise  
Airspace.Class C : TOL

## Person

Reference : 1  
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 : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 3900  
Experience.Flight Crew.Last 90 Days : 90  
Experience.Flight Crew.Type : 2800



ASRS Report Number.Accession Number : 1503509  
Human Factors : Workload  
Human Factors : Situational Awareness  
Human Factors : Distraction

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 150  
Miss Distance.Vertical : 75  
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 : Environment - Non Weather Related

## Narrative: 1

My altitude were between 1200 and 1500 msl. On this particular flight, the passengers requested that I climb to a higher altitude to see further and get a view. This was after I had departed the downtown area and headed southwest of the city. I turned back to the city and started a climb after looking for traffic. No traffic was observed. I was southwest of the city flying toward the city and climbing at roughly 1200ft/min. Upon reaching about 2200MSL feet out of the corner of my right eye, I saw an aircraft overtaking me about 75-100 feet above me about 150 feet right of my flight path trending towards my flight path. I immediately turned to the left and entered a large rate of descent to avoid any further closure and or collision. I was making self-announced radio calls on the helicopter air-to-air frequency. I understood that in this particular instance, the traffic was an airplane and there was no frequency to self-announce over the downtown area that they could possibly be listening too. I have thought long and hard about what I could have done different and the only thing I think I could have done was to use Approach services for flight following as I had no idea another aircraft was in the area and was approaching me from behind. The other thing I could have done was a clearing turn to ensure the airspace was clear all around me before instituting a climb but I was already flying the direction of the oncoming airplane right before I turned toward the city and started a climb. I never saw the aircraft until it was that close. I am estimating the low wing [aircraft] never saw me as I never saw evasive action from them and I was below them and they were low wing and I was possibly in their blind spot. I was close enough to read tail numbers and see the color of the aircraft and this was at night. It appeared this was a perfect storm for a midair as we were both in each other's blind spot. I am reminded of the dangers of flying over larger cities as it draws more air traffic. I was sincerely humbled by this mishap and will work my hardest to try to not let it happen again although I do feel it was a very low chance occurrence. I hope others can learn from this near miss and I am excited for my aircraft to be installed with ADS-B [soon].

## Synopsis

Helicopter pilot reported a NMAC that required an evasive maneuver to avoid collision.

## Time / Day

Date : 201712

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : SEE.Tower

State Reference : CA

Altitude.MSL.Single Value : 3400

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : SEE

Aircraft Operator : Military

Make Model Name : Super King Air 350

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class D : SEE

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : SEE

Aircraft Operator : Military

Make Model Name : S-70/UH-60 Blackhawk/Seahawk/Pavehawk/Knighthawk

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Utility

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class D : SEE

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : SEE

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class D : SEE

## Person : 1

Reference : 1  
Location Of Person.Facility : SEE.TOWER  
Reporter Organization : Government  
Function.Air Traffic Control : Supervisor / CIC  
Qualification.Air Traffic Control : Fully Certified  
ASRS Report Number.Accession Number : 1503286  
Human Factors : Situational Awareness  
Human Factors : Distraction

## Person : 2

Reference : 2  
Location Of Person.Facility : SEE.TOWER  
Reporter Organization : Government  
Function.Air Traffic Control : Local  
Qualification.Air Traffic Control : Fully Certified  
ASRS Report Number.Accession Number : 1503289  
Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Automation : Air Traffic Control  
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 : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

The Tower Local control positions were de-combined. Traffic was easterly operations. I was monitoring Local North. A VFR B350 was awaiting departure. I received a point out of a flight of two H60s that were transitioning from West to East that would definitely effect any North field traffic. I also anticipated the Helicopters to be traffic for any departures on the Northside. The Local North Controller issued traffic to the B350 that had departed referenced the H60s and a Cherokee. The B350 reported the Helicopter traffic in sight. Once I heard that the conflict appeared to be resolved, I resumed to assigning duties for the position rotation. The controller switched the B350 and advised TRACON that they were looking for the traffic.

I was not aware of a Cessna inbound. The C172 was on the South Local Controller frequency. At the time, the ATM (Air Traffic Manager) was in the cab talking to other controllers about other things, and during the occurrence he was standing directly behind the two controllers on position watching them work, obstructing my view. If he saw something peculiar, he could have brought it to the attention of any one of us at the time.

After the fact, the ATM discussed with me that the B350 did not have the Cessna in sight.

I assume this was after he reviewed the audio. I explained to him that I was not aware of the C172 until after the audio and Falcon replay. Prior to this revelation, the North controller had called the Cessna a Cherokee but DID give the traffic call. I heard the collision alert, which alarmed well after the B350 was switched to the sector. I heard externally the South Controller give traffic alerts to a Cessna that appeared to be not answering. The controller was making transmissions to provide the traffic.

The controllers (and I am not sure if they did, you cannot hear from my distance) could have coordinated the Cessna and B350 intentions. If I had known in time about the Cessna, I could have suggested to the Local South controller to give a suggested VFR heading i.e. (for more positive control) vice the "turn southbound" instruction. I would recommend a group review of the situation with all parties involved to discuss, learn and prevent any possible future re-occurrence.

Having an ATM in the cab and talking to other controllers, and then literally standing behind the local controllers watching them, while they were working traffic during that event, may have been a contributing Human Factor to their performance. Especially when they are working [non]- standard operation.

## Narrative: 2

Local positions were split. Local North controller asked if I could take a Cessna 172 inbound for touch and go. I agreed and the Cessna was switched to me the Local South position. Upon contact, I saw a King Air 350 climbing off and instructed the Cessna to turn south for that traffic. I made a few traffic calls, the final one being a traffic alert. The King Air was already transferred to approach control. The Cessna never saw the King Air. They passed over each other and it appeared to both be at 3400 feet. The only thing would maybe to have kept King Air on frequency until traffic had passed by other controller.

## Synopsis

ATC Tower Supervisor and Local Controller reported a NMAC.

## Time / Day

Date : 201712

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 500

## Environment

Light : Night

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Final Approach

Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Bombardier/Canadair Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Nav In Use : FMS Or FMC

Flight Phase : Landing

Airspace.Class C : ZZZ

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase.Other

Airspace.Class C : ZZZ

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1502952  
Human Factors : Situational Awareness

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Conflict : Ground Conflict, Less Severe  
Anomaly.Conflict : NMAC  
Detector.Person : Air Traffic Control  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.Flight Crew : FLC complied w / Automation / Advisory  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

Approaching The Airport, I was following a (other carrier) Regional Jet. I was told he was doing 130 knots eight miles from the field. I immediately started to slow but the spacing wasn't good, so Tower told me S-turns to the north were approved; which I did. Spacing looked good so I continued. Tower told the Regional Jet to expedite off at D2 but didn't, and continued all the way down to the end of the runway.

I was just about to round out when it was obvious the Challenger wasn't going to clear the runway, so Tower told me to go around. As I was climbing out, I heard Tower tell a Police helicopter to immediately descend. I looked out the windscreen and saw the helicopter right in front of me. It didn't look as though I was going to out climb him, so I immediately initiated a right hand turn to avoid. We never got an RA, but when we cleared the top of him, the TCAS read -200 feet. We continued around in a right traffic pattern and landed without incident.

## Synopsis

B737 Captain reported a late turn off of proceeding aircraft resulted in a go around, then evasive action was necessary on the climb to avoid a collision with a helicopter.

## Time / Day

Date : 201712

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Helicopter

Flight Phase : Final Approach

Airspace.Class D : ZZZ

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 8700

Experience.Flight Crew.Last 90 Days : 42

Experience.Flight Crew.Type : 2600

ASRS Report Number.Accession Number : 1502266

Human Factors : Communication Breakdown

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

## Person : 2

Reference : 2  
Location Of Person.Facility : ZZZ.Tower  
Reporter Organization : Government  
Function.Air Traffic Control : Approach  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4  
ASRS Report Number.Accession Number : 1502266  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Detector.Automation : Aircraft TA  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
Miss Distance.Horizontal : 100  
Miss Distance.Vertical : 0  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was cleared for a visual approach to Runway 34. When I checked in on Tower they advised of helicopter traffic which was to my right. I reported traffic was not in sight. Tower advised helicopter of my position again. Helicopter reported he had me in sight. My situational awareness placed the helicopter below me and passing beneath me from right to left and it sounded like he would be using the parallel Runway 35.

I intentionally flew a significantly higher than normal visual approach to pass well above the Runway 35 final approach course. Upon joining the Runway 34 LOC I began a descent and got one TCAS "traffic" call and observed a target -300 below me. I pulled up again and the target disappeared about 10 seconds later and I began a descent to try to join the glideslope to stabilize my approach. After selecting full flaps I noticed out of my peripheral vision to the right a helicopter at my altitude less than 100 feet off my right wing. When I looked to the right the helicopter was veering away from me to the right and I initiated a slight turn to the left to make sure I missed him.

I asked the Tower if he had seen the helicopter I had missed by less than 100 feet on the final approach course and got no response. I made a normal landing and exited and asked what the call sign of the helicopter was so it would get on the tape for review. After



landing I called the Tower Chief and reported the incident so he could begin an immediate investigation into what caused the problem.

## Narrative: 2

Aircraft Y on ILS approach for Runway 34, 7 MN south at 2,000. Aircraft X 10 MN southwest inbound. I noticed that there would be a possible conflict and Local was somewhat busy with other traffic. I asked if he saw the conflict and he acknowledged that he was going to sidestep Aircraft Y to Runway 35. I heard him give the instruction to continue and sidestep for Aircraft Y and gave traffic to Aircraft Y and Aircraft X. I assumed that the conflict was being handled appropriately and moved on to other tasks. The two aircraft got close, but I was under the impression that they had visual between them and were separating themselves. About ten minutes after Aircraft X landed he called the Tower and I transferred him to the facility manager. This is when I became aware that the pilot saw the situation as a NMAC.

The Local Controller simply made a bad plan and did not communicate the plan to the pilots in a way that his plan would have worked. He should have made Aircraft Y break into a right 360 turn to follow the fast Aircraft X.

## Synopsis

Approach Controller and turboprop pilot reported a near miss with a helicopter during visual approach.

## Time / Day

Date : 201711

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Taxi

Route In Use : None

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Helicopter

Flight Phase : Takeoff

Airspace.Class D : ZZZ

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Check Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 9500

Experience.Flight Crew.Last 90 Days : 90

Experience.Flight Crew.Type : 400

ASRS Report Number.Accession Number : 1500050

Human Factors : Communication Breakdown

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

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Ground Conflict, Critical  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 5  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

Ground control gave us a clearance to taxi via B, B2 and cross Runway XY at B2. We headed south on B, turned right (west) onto B2 to cross runway XY. As we were on B2 crossing runway XY, I heard ground controller state "aircraft on B4 stop, hold position, aircraft on B4 stop immediately."

We were on B2 but I had been listening to other calls on ground and no one should have been on B4, so I thought he might be talking to us (this took less than one second) and as I continued to scan ahead I saw a helicopter north bound on runway XY low level. (I believe the helicopter had come from his base eastbound, overflew taxiway A and then turned low level northbound on runway XY).

The pilot flying and I both hit the brakes immediately as the helicopter passed in front of us. Probable cause of near collision, ground controller gave a us taxi clearance with runway crossing instructions, the tower controller gave the helicopter a clearance to depart north bound on runway XY and failed to realize we were taxiing.

## Synopsis

A Check Airman in a Cessna 172 reported that when as they started to cross a runway, a helicopter flew at low level in front of them causing a NMAC.

## Time / Day

Date : 201711

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : LFT.Airport

State Reference : LA

Altitude.AGL.Single Value : 300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 1200

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : LFT

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Plan : VFR

Flight Phase : Takeoff

Route In Use : Vectors

Airspace.Class C : LFT

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : LFT

Make Model Name : Small Aircraft

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class C : LFT

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 4000

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 1000

ASRS Report Number.Accession Number : 1497955

Human Factors : Situational Awareness

Human Factors : Confusion

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : Clearance  
Detector.Person : Air Traffic Control  
Miss Distance.Horizontal : 500  
Miss Distance.Vertical : 500  
When Detected : In-flight  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

I requested a takeoff clearance from Tower of a southeast takeoff from a Taxiway, right turn to heading 275 at 1,000 feet. I received a clearance of "Cleared for takeoff from Taxiway ...". Following this clearance with the incorrect taxiway location, I queried the controller with respect to the taxiway and asked him to confirm which taxiway he meant. He responded to me with frustration and repeated the clearance back to me as "Aircraft X, you are cleared for takeoff from Taxiway ..., remain West of Runway ... for landing traffic".

I repeated the clearance back and proceeded to fly a southeast takeoff into the wind choosing to parallel the runways in order to avoid overflight of multiple hangars, buildings as well as the control Tower. During the takeoff as I was climbing through 300 to 400 feet the controller keyed the radio and said "Aircraft X what are you doing, there's a [another aircraft] on short final I'm getting an alert" in a frustrated tone. I responded with I'm West of the runway sir. The radio was silent until he queried me as to my altitude leaving which was then 700 feet. There was no further communication.

I believe a takeoff in the direction of landing traffic was not the most advisable. In hindsight a left turn out would have been more appropriate. A takeoff in the direction I used would have required a steep turn beyond 30 degrees in order to avoid the takeoff end of the runway and over flight on hangars which is why I chose to fly in the general direction I did. In the future I will not accept a clearance that approves a takeoff in the direction of landing traffic. I do not see the benefit of this clearance. Waiting an additional minute or two for the traffic to land is the most beneficial.

## Synopsis

A helicopter pilot reported a disagreement between them an ATC about the departure instructions.

## Time / Day

Date : 201711

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 5

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 6000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Takeoff

Airspace.Class G : ZZZ

## Aircraft : 2

Make Model Name : Helicopter

Flight Phase : Landing

Airspace.Class G : ZZZ

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3800

Experience.Flight Crew.Last 90 Days : 60

Experience.Flight Crew.Type : 1500

ASRS Report Number.Accession Number : 1497877

Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 40  
Miss Distance.Vertical : 30  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

At [hospital helicopter pad] following the completion of a [medical] transport, the crew and I completed our walk around and started the aircraft...with all required lights on. I completed the takeoff checklist and after making the required calls (stating our location, direction of departure, and destination), I increased collective and established the aircraft in a stable hover in order to perform hover checks. As I was preparing to slide left with the left side crewmember (our paramedic) clearing my slide, he advised me to hold my position immediately because another [helicopter] was about to land on top of us.

Eventually the other aircraft saw us and he/she slid to their left and established their helicopter in a steady hover at approximately 30 feet up, 40 feet to our 9 o'clock. They remained in that hover for approximately 30-40 seconds and then waved off to the south. I attempted to contact that aircraft on the common frequency but they did not answer.

When they were clear and out of their turn and heading back to the north, I departed to the south and made a turn out to the west, enroute...for fuel. I contacted flight communication and cleared to the west without them saying anything to us or advising us of another aircraft in the area.

If it weren't for the paramedic seeing the searchlight of the other helicopter and his timely call, I am fairly we certain that we would have been hit by the other aircraft. The other aircraft should have been up on the helicopter common frequency. Also, the pad is not big enough for two aircraft to be turning in such close proximity without having direct communications with each other.

## Synopsis

Helicopter pilot reported a NMAC with a helicopter attempting to land on the same hospital helipad from which he was lifting off.

## Time / Day

Date : 201711

## Place

Altitude.AGL.Single Value : 0

## Environment

Light : Daylight

## Aircraft

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 135

Flight Phase : Takeoff

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Rotorcraft

ASRS Report Number.Accession Number : 1497655

Human Factors : Training / Qualification

Human Factors : Situational Awareness

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Were Passengers Involved In Event : N

When Detected : In-flight

Result.Flight Crew : Landed As Precaution

## Assessments

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

## Narrative: 1

Removed tie-downs from main rotor blades and performed walk around. The two medical crewmembers also performed walk arounds. We all failed to see the tail rotor block still attached to the tail rotor. Started aircraft, came to a very low momentary hover, and noted that there was insufficient right pedal. Landed the aircraft back on the ground with no issue.



## Synopsis

AS-350 Pilot reported that failure to remove the tail rotor block resulted in insufficient right pedal on initial hover and a return to the ground.

## Time / Day

Date : 201711

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : TUS.Airport

State Reference : AZ

Altitude.MSL.Single Value : 7000

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : TUS

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class C : TUS

## Aircraft : 2

Reference : Y

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Airspace.Class C : TUS

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1496444

Human Factors : Confusion

Human Factors : Human-Machine Interface

Human Factors : Situational Awareness

## Person : 2

Reference : 2  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Captain  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1496449  
Human Factors : Human-Machine Interface  
Human Factors : Confusion  
Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Conflict : NMAC  
Detector.Automation : Aircraft TA  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Flight Crew : Took Evasive Action  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

Upon arriving in TUS we were initially cleared the RNAV. We were then cleared for the visual approach to Runway 21. As we approached the airport we were notified of traffic at our Ten to Eleven O'clock. We had a visual on one of the aircraft and the tower gave us a no indication the traffic would be an issue as we were established on final. As we approached the tower gave us the go around command. The captain executed an immediate go around without delay. We were unaware that the go around was in reference to that traffic as it was not stated in the initial command. As we climbed on the go around to 7000 ft. The captain saw the aircraft that he a continuous visual on approaching under us and climbing into our path from his vantage point and at the same time we received an RA that commanded us to descend. We ignored this command because it would have descended us right into the path of the oncoming helicopter and maintained a visual separation.

Runway construction at current airport and use of runway's conflicting procedures and practices at neighboring military base. Military controllers and pilots should be more aware of the procedures and how they can interfere with airports close proximity.

## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

ERJ-175 flight crew reported receiving a TCAS RA descend command towards traffic during an ATC directed go-around.

## Time / Day

Date : 201711

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : SCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 1600

## Environment

Flight Conditions : VMC

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : SCT

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Final Approach

Route In Use.Other

Airspace.Class D : LGB

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : LGB

Aircraft Operator.Other

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 1

Flight Plan : None

Flight Phase : Climb

Route In Use : None

Airspace.Class D : LGB

## Person

Reference : 1

Location Of Person.Facility : SCT.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1495148

Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : FLC complied w / Automation / Advisory  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Aircraft X was on final approach landing LGB. Unknown VFR traffic was transitioning through LGB Class Delta climbed to 1500 feet opposite direction just north of the final approach course. I issued a traffic alert to Aircraft X who promptly reported the traffic in sight. A mile later, they reported that they were responding to a TCAS/RA climbed to 3000 feet and were sent around. The VFR target later went through SNA airspace and I had them issue the brasher.

The LGB Tower Controller was talking to the unknown VFR target but let them fly opposite direction in close proximity to the final approach course. They called traffic but let the targets converge and terminated communication with the VFR aircraft instead of giving them a frequency or ensuring that he would not be a factor. LGB needs a Class C Airspace or at least better VFR departure procedures.

## Synopsis

TRACON Controller reported an air carrier on short final received a TCAS/RA and initiated a go-around for a VFR aircraft flying on the final approach course.

## Time / Day

Date : 201711

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : SNA.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : SNA

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Mission : Training

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class C : SNA

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : SNA

Make Model Name : Small Aircraft

Flight Plan : VFR

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class C : SNA

## Person

Reference : 1

Location Of Person.Facility : SNA.TOWER

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1493524

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface

## Events

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Air Traffic Control

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

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Airport  
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings  
Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Procedure  
Primary Problem : ATC Equipment / Nav Facility / Buildings

## Narrative: 1

Aircraft X was upwind in the traffic pattern. Aircraft Y was in the pattern following Aircraft X. I was working Local Control. I anticipated Aircraft Y was turning in sooner than the typical pattern so I told Aircraft X to start his go around for Aircraft Y in trail of him. Aircraft X started his go around and was at approximately 80 feet on the upwind offset left of the runway when the Airport Surface Detection Equipment (ASDE-X) alarmed. The ASDE-X didn't alarm until Aircraft Y had already touched down. Also when the ASDE-X alarmed it said runway occupied instead of runway go around. I did not issue the Go around instructions to Aircraft Y because he had already landed and was following thru on his touch and go. The ASDE-X alarmed when Aircraft Y was between taxiways which was much too late for reasonable go around instructions to be issued. The ASDE-X is a constant problem and go around instructions should not be required due the inaccuracy of the system.

## Synopsis

A Tower Controller reported allowing an aircraft to land even though the Airport Surface Detection Equipment (ASDE-X) alarmed for preceding go-around traffic.



## Time / Day

Date : 201710

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 400

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Helicopter

Flight Plan : VFR

Flight Phase : Descent

Route In Use : VFR Route

Route In Use : None

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff

Route In Use : None

Airspace.Class D : ZZZ

## Person

Reference : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Other / Unknown

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1.0

ASRS Report Number.Accession Number : 1492389

Human Factors : Training / Qualification

Human Factors : Troubleshooting

Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Air Traffic Control  
Detector.Person : Observer  
When Detected : In-flight

## Assessments

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

## Narrative: 1

I had been monitoring Local Control for about 15 minutes at the time of the event. The Supervisor took the Local Control position then had a trainee sign on position with him. Aircraft X was a helicopter that was inbound from the north to land on a helipad. As the helicopter was approaching the airport from the North Local Control issued a clearance to remain east of the runway and cleared him to land on a helipad and then departed Aircraft Y. Looking out of the window I would estimate the two aircraft separated by less than 200 feet diagonally opposite direction. I don't believe I heard traffic calls to either aircraft. I looked at a FALCON radar replay afterward but it was not useful, our Radar is being worked on and is not useful below 400 feet.

The Supervisor began asking about this when Aircraft X was well north of the airport, but he did not stop the loss of separation. He just told the Trainer that he should keep a close eye on the aircraft. It was very hard to hear their conversation from where I was located. This is a loss of separation in accordance with facility Directives. This is worthy to mention because many of the other reports I have filed on the violation of these standards are from this Supervisor's crew. He either does not understand or maybe does not enforce the requirements set forth by NTSB, WSA QCG, and our District after several high profile incidents in this notice.

I decided to speak to the Supervisor when he came down from the cab. It did not go well. He stated that the directive was stupid, then he told me that I was doing a Internal Review in the cab. I told him I was just monitoring for my required familiarization time. He said he had to leave and shouted as he walked down the hallway, "then you better report this to ...", the Air Traffic Manager. I told him "I am speaking to you, I don't need to report it to anyone else". He shouted it again as he walked into the elevator.

Clearly there is an issue. I am not sure how to approach this. I am a Support Specialist. He is management. If the workforce thinks that I am upstairs spying on them, they can easily not allow us to get my required monitor time. Help. I think I just identified the reason our facilities performance has not been improving as much as it should have by now. The Supervisor needs to be made to comply with requirements or requirements need to be changed. In my opinion the requirements are reasonable and safe they should not be changed.

## Synopsis

A Tower System Support Specialist observed the Local Controller allow a simultaneous helicopter arrival and aircraft departure in violation of facility directives.

## Time / Day

Date : 201710

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : EC135

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Takeoff

Route In Use : Direct

## Component

Aircraft Component : Attitude Indicator(Gyro/Horizon/ADI)

Aircraft Reference : X

Problem : Improperly Operated

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1492311

Human Factors : Confusion

Human Factors : Distraction

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.General : Maintenance Action

## Assessments

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

## Narrative: 1

On startup of our EMS helicopter I noticed "Batt Cal Due 0 Days" message on our ESI-200 Standby Attitude Instrument. I had reviewed all of our Company's maintenance tracking documents as I assumed the shift and there was no mention of a calibration inspection required for the standby attitude indicator. We did not have an AMT on duty at the base. Thinking this was one of the myriad of nuisance indications common to this Airbus product I elected to continue the flight. Landing at a sister base for fuel I asked their mechanic what that message meant. He was initially dismissive, but called the only other base in the company that has this attitude gyro installed and was told by that AMT that this message meant there was a calibration inspection required and that we had likely overflown the inspection.

As I wait for the AMT to complete the inspection I have been reviewing what information is available to the pilot concerning this system. The only mention of this equipment is an out-of-focus, difficult to read reproduction of the face of the instrument in the STC included in the RFM. There is no other mention of this system in the RFM. The Maintenance Tracking Documentation software that the pilots are required to review, print, and carry with them in the aircraft does not mention this inspection requirement. An Internet search for "ESI-200 Standby Attitude Indicator" leads you to the manufacturer's website, but there is no information available for this system on that website, the -200 apparently has been superseded by the -500. The -500 has a similar indication - "CAL DUE" and it says "the accuracy of the battery capacity meter may be degraded and require a calibration discharge cycle. The battery charging and discharging continues to work, but the battery capacity is unknown. A battery calibration is required to remove this indicator from the screen. Contact an Avionics System authorized dealer." This statement is not particularly helpful, but to take the most conservative approach I've called the aircraft "not airworthy" until someone can prove differently or complete the required calibration.

## Synopsis

Eurocopter EC-135 Captain reported over flying a required inspection of the standby attitude. He also stated that the guidelines regarding the inspection requirement were not clear.

## Time / Day

Date : 201710

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : LAX.Tower

State Reference : CA

Altitude.MSL.Single Value : 1200

## Environment

Flight Conditions : VMC

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : LAX

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Traffic Watch

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class B : LAX

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : LAX

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class B : LAX

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : LAX

Make Model Name : Super King Air 350

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff

Airspace.Class B : LAX

## Person

Reference : 1  
Location Of Person.Facility : LAX.TOWER  
Reporter Organization : Government  
Function.Air Traffic Control : Local  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8.0  
ASRS Report Number.Accession Number : 1491245  
Human Factors : Situational Awareness  
Human Factors : Time Pressure  
Human Factors : Distraction

## Events

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

## 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

I was working Local 2 and helicopter position combined with no local assist. There is currently one runway closed on the north side of the airport, which I was responsible for, leaving one runway for arrivals and departures. I had a big enough hole on final to get two departures out. The second departure was Aircraft Z, a B350. Props are issued a 271 degree heading off if they are going northbound, but in the interest of time I did not issue this with the takeoff clearance, but was going to issue it once airborne. There was also a helicopter I approved a transition through the Class B airspace northbound at 1500 feet.

As Aircraft Z was beginning takeoff roll Aircraft Y on approximately 2 mile final and announced a go around. I advised Aircraft Z to fly runway heading, instructed Aircraft Y to maintain 2000 feet and fly runway heading. Aircraft Y was approximately 900 feet at the time. I recognized the helicopter transitioning at 1500 feet was in conflict with Aircraft Y and immediately instructed Aircraft Y to stop climbing. Aircraft Y leveled off at approximately 1100 feet. My initial focus of attention was on Aircraft Z and Aircraft Y, since this was the most apparent conflict. I then realized Aircraft Y was in conflict with the helo transitioning at 1500 feet and took actions to deconflict.

I recommend VFR helicopter transitions and loitering in the vicinity of the runways at any altitude be prohibited. Over the years there have been many close calls with helicopters and go arounds and these operations are unnecessary. There are other options like circumnavigating the Class B airspace to the east. Mixing helicopters with jets and sharing altitudes is unsafe, especially with unplanned go arounds.

## Synopsis

A Tower Local Controller reported an aircraft initiating a go-around was in conflict with a helicopter transitioning the airspace.



## Time / Day

Date : 201710  
Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : MKK.Airport  
State Reference : HI  
Altitude.MSL.Single Value : 2000

## Aircraft : 1

Reference : X  
ATC / Advisory.TRACON : HCF  
Aircraft Operator : Military  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 2  
Flight Plan : IFR  
Mission : Training  
Nav In Use.VOR / VORTAC : mkk  
Flight Phase : Initial Climb  
Airspace.Class E : HCF

## Aircraft : 2

Reference : Y  
ATC / Advisory.TRACON : HCF  
Make Model Name : Small Transport  
Flight Plan : IFR  
Flight Phase : Initial Climb  
Airspace.Class E : HCF

## Person

Reference : 1  
Location Of Person.Facility : HCF.TRACON  
Reporter Organization : Government  
Function.Air Traffic Control : Departure  
Qualification.Air Traffic Control : Developmental  
ASRS Report Number.Accession Number : 1487722

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : Clearance  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Air Traffic Control : Provided Assistance  
Result.Air Traffic Control : Issued Advisory / Alert

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

## Assessments

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

## Narrative: 1

Aircraft X requested a practice VOR-A approach to MKK and to fly the published missed approach, followed by turns in holding at MKK VORTAC. I coordinated the missed approach assignment and altitude (climbing to 5,000) with MKK Tower and received acknowledgment. Aircraft X was issued the missed approach instructions, cleared for the approach, and switched to MKK Tower around the shoreline of Molokai Island, established inbound on the final approach course.

MKK Tower calls for the IFR departure release of Aircraft Y (routing: MKK V8) reference Aircraft X. I issue a Hold For Release (HFR) and discuss it with R3. We agree that when Aircraft X comes back to us on the missed approach, we will assign him to continue outbound on the MKK-030R segment of the published missed approach in order to preserve non-radar separation with Aircraft Y, which will depart on V8. There is more than 45 degrees between the two courses, and the time requirement is waived with the authorization of visual separation to the Tower. I decide not to have MKK Tower issue the revised instructions to Aircraft X to continue on the outbound heading, because of the confusion that may result in having a third party relay the message.

I call back MKK Tower, and approve the use of visual separation between Aircraft X and Aircraft Y and the release of Aircraft Y. The MKK Controller replies that they are unable to launch Aircraft Y at this moment, so I issue another HFR. Less than a minute later, with Aircraft X between MKK VORTAC and MKK, the Tower calls again for a release. I issue identical release instructions as before, and ask them to switch Aircraft to our frequency as soon as practical (so that we can issue the revised instructions).

At this point I give a relief briefing, and am relieved from the D3 position. The rest of the events occur during the overlap.

Aircraft X checks in, and R3 issues instructions to continue outbound on the MKK-030R. The pilot reads back the instructions, and then says at the end that he is proceeding direct to MKK VORTAC. I heard the misinterpretation, and immediately said "no" to R3. The R3 controller immediately keys up and says "NEGATIVE" to Aircraft X and issues the correct instructions again.

Sometime during this time, Aircraft Y departs. We notice Aircraft X turning back towards MKK VORTAC in violation of the assigned instructions. Aircraft X is somewhere between 3,200 and 4,000, and climbing. R3 issues Aircraft X to turn heading 360, to get the helicopter away from Aircraft Y. When Aircraft Y checks in, R3 issues an interim altitude of 2,000 to separate him from Aircraft X. Aircraft Y is eventually issued 3,000 and then 4,000 once the traffic is no factor.

The biggest contributing factor to this incident was the pilot misunderstanding the revised instructions. Pilot training may have been a factor.

The published missed approach for the VOR-A to MKK includes a course reversal. This is a dangerous procedure and introduces another aircraft into congested airspace which is used for arrivals to and departures from MKK. The RNAV-B to MKK has a much simpler and safer missed approach procedure.

Although the non-radar release was good, some red flags included the participation of a military aircraft, and the possibility that there was pilot training occurring. With those factors in mind, and knowing that a non-standard instruction was about to be issued, it would have been easier to hold and delay Aircraft Y on the ground until we could verify that Aircraft X was complying with all our instructions. Although the hold and delay on the ground method is not very efficient, it is the safest until the procedures are changed.

## Synopsis

HCF TRACON Trainee Controller reported a military helicopter did not comply with its missed approach instructions which placed it into conflict with another departure.

## Time / Day

Date : 201709

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.AGL.Single Value : 600

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 6

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Corporate

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Photo Shoot

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : SCT

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1485944

Human Factors : Situational Awareness

## Events

Anomaly.Conflict : Airborne Conflict

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

While filming scenic shots of Los Angeles over and around the Griffith Park Observatory, I observed a drone maneuvering in flight well above the observatory and had to maneuver below and close to the observatory to avoid the drone. I went into a hover at 600 AGL south of the Observatory and while climbing, had to abort the climb once again due to drone interference. I have had a number of drone encounters in the past six months and I believe it is only a matter of time until a midair occurs. Helicopters typically fly at 500 AGL and it seems that private drone operators are not respecting that airspace or the drone FARs.

## Synopsis

Helicopter pilot reported sighting a drone over the Griffith Park Observatory while operating at 600 AGL. The pilot altered his climb to avoid the drone.