

ASRS Database Report Set

NMAC Incidents

Report Set Description.....	A sampling of reports that reference near midair collision events.
Update Number.....	13
Date of Update	August 31, 2017
Number of Records in Report Set.....	50
Number of New Records in Report Set	50
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

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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: 1456110 *(1 of 50)*

Synopsis

BE35 pilot reported sighting a UAV (drone) near UGN in very close proximity to his aircraft requiring evasive action.

ACN: 1455899 *(2 of 50)*

Synopsis

Air carrier flight crew reported sighting a UAV while conducting the ILS Runway 6 at RSW. The drone was estimated to be within 100 ft of the aircraft, however no evasive action was required.

ACN: 1448987 *(3 of 50)*

Synopsis

CRJ First Officer reported a NMAC while departing LGA airport with what he suspected was a UAV.

ACN: 1448460 *(4 of 50)*

Synopsis

Helicopter pilot reported a NMAC with an airliner in the vicinity of MLI airport.

ACN: 1448454 *(5 of 50)*

Synopsis

Hang glider pilot reported a NMAC with a Citation in the vicinity of 5Y3 airport.

ACN: 1447852 *(6 of 50)*

Synopsis

CRQ Local Controller reported a NMAC when an aircraft flew beneath another aircraft after not complying with ATC instructions.

ACN: 1447789 *(7 of 50)*

Synopsis

Rescue Helicopter pilot reported a near miss at night with what the crew thought was an accompanying aircraft. In reality was an unidentified aircraft.

ACN: 1447142 *(8 of 50)*

Synopsis

A helicopter pilot and a small aircraft pilot reported a NMAC over the Hudson River.

ACN: 1446843 *(9 of 50)*

Synopsis

PA-32 pilot reported a NMAC with a UAV at 3300 MSL 20 miles south of TKI.

ACN: 1446808 *(10 of 50)*

Synopsis

DA40 pilot reported his passenger noticed a UAV operating in close proximity to their aircraft at 6500 MSL in the vicinity of WVI airport.

ACN: 1446637 *(11 of 50)*

Synopsis

B737 Crew reported a NMAC on climbout from EWR.

ACN: 1446095 *(12 of 50)*

Synopsis

First Officer reported that due to an unprofessional Captain disregarding the pilot monitoring instructions they encountered a near miss.

ACN: 1445830 *(13 of 50)*

Synopsis

Falcon 2000 Captain reported a NMAC with two light aircraft in the vicinity of PBI airport.

ACN: 1445823 *(14 of 50)*

Synopsis

C182 pilot reported a NMAC with an SR22. Evasive action was taken by the C182 pilot.

ACN: 1445809 *(15 of 50)*

Synopsis

PA44 student pilot reported an NMAC in the vicinity of Niagara Falls after failing to fly the published photo pattern.

ACN: 1445714 *(16 of 50)*

Synopsis

Air carrier flight crew reported a NMAC on arrival preceded a bounced landing and a go-around, followed by an unstabilized approach to another go-around.

ACN: 1445423 *(17 of 50)*

Synopsis

CRJ-700 First Officer reported a NMAC with a UAV while on approach to SLC.

ACN: 1444540 *(18 of 50)*

Synopsis

Air carrier First Officer reported a NMAC after takeoff at BWI.

ACN: 1443795 *(19 of 50)*

Synopsis

Pilot of a small aircraft departing an uncontrolled airport reported a near miss with a helicopter departing at the same time.

ACN: 1443061 *(20 of 50)*

Synopsis

An air carrier pilot reported a TCAS RA CLIMB during a near miss with an unidentified aircraft at about 5,500 feet near SLI .

ACN: 1442696 *(21 of 50)*

Synopsis

C172 instructor pilot reported a NMAC in the pattern at RDD airport.

ACN: 1442691 *(22 of 50)*

Synopsis

C172 instructor pilot reported having to take evasive action to avoid an object near BVU. He described the object as either another aircraft, a hang glider, or a drone.

ACN: 1441504 *(23 of 50)*

Synopsis

GA pilot reported a near miss on final to runway 17 at JYO with a turbojet aircraft.

ACN: 1441495 *(24 of 50)*

Synopsis

C172 pilot reported a UAS near miss at 3,200 ft southeast of PHX.

ACN: 1440776 *(25 of 50)*

Synopsis

C172 instructor pilot reported a NMAC with another Cessna in the vicinity of ELN VOR.

ACN: 1440287 *(26 of 50)*

Synopsis

A320 Captain reported a NMAC with a UAV while on the ILS Runway 8R at IAH.

ACN: 1440226 *(27 of 50)*

Synopsis

FFZ Tower Controller observed an aircraft turn in front of another aircraft which it was supposed to follow.

ACN: 1440196 *(28 of 50)*

Synopsis

PA-30 pilot reported a NMAC while on approach to Runway 34R at HEF.

ACN: 1440168 *(29 of 50)*

Synopsis

C206 pilot on a VFR departure in hazy conditions reported a NMAC with a Citation descending on a converging course.

ACN: 1440164 *(30 of 50)*

Synopsis

DA40 instructor pilot reported a NMAC with another aircraft on final approach. The other aircraft had been instructed to follow the reporter, but apparently followed the aircraft ahead.

ACN: 1439930 *(31 of 50)*

Synopsis

Cessna flight instructor reported a NMAC on takeoff from UMP with another aircraft that was on a high approach which had to perform a go-around. The other aircraft was on the wrong frequency.

ACN: 1439338 *(32 of 50)*

Synopsis

Small aircraft pilot reported a NMAC north of LAL while on an IFR flight.

ACN: 1438773 *(33 of 50)*

Synopsis

A320 flight crew reported sighting a UAV in the vicinity of TEB at 3,300 feet.

ACN: 1437776 *(34 of 50)*

Synopsis

Captain of an Air Carrier jet which had just departed RPLL at night, reported a near miss with unreported traffic which did not activate a TCAS alert.

ACN: 1437292 *(35 of 50)*

Synopsis

Corporate jet pilot reported a near miss with a UAS while on a vector east of SUA.

ACN: 1436974 *(36 of 50)*

Synopsis

C172 instructor pilot reported a NMAC with a King Air in the vicinity of DAL airport.

ACN: 1436930 *(37 of 50)*

Synopsis

GA pilot reported a NMAC with an overtaking single-engine jet aircraft in the vicinity of LAL airport.

ACN: 1436194 *(38 of 50)*

Synopsis

EMB-145 First Officer reported a NMAC with a light aircraft on arrival into EWR.

ACN: 1435702 *(39 of 50)*

Synopsis

GA flight instructor pilot reported a NMAC after misidentifying the aircraft to follow and turning final prematurely.

ACN: 1434230 *(40 of 50)*

Synopsis

PA-22 pilot reported a NMAC with a C152 in the pattern at FIT airport.

ACN: 1433307 *(41 of 50)*

Synopsis

PA44 pilot reported a NMAC while on approach to IWA.

ACN: 1433217 *(42 of 50)*

Synopsis

M20J pilot reported a NMAC with a single engine aircraft in the vicinity of CCV VOR at 6,000 feet.

ACN: 1432651 *(43 of 50)*

Synopsis

F11 TRACON Controller reported that a pilot reported almost hitting another aircraft on climbout. Controller never observed other target on radar.

ACN: 1431903 *(44 of 50)*

Synopsis

B737 flight crew reported sighting a drone in close proximity to their aircraft while on approach to SJC near KLIDE.

ACN: 1431848 *(45 of 50)*

Synopsis

C172 pilot reported a NMAC during takeoff with an aircraft taking off in the opposite direction. Evasive action was taken by both pilots after lift off.

ACN: 1431827 *(46 of 50)*

Synopsis

C152 instructor pilot reported a NMAC with a military aircraft in the vicinity of GOK airport.

ACN: 1430971 *(47 of 50)*

Synopsis

PAO Tower Controller was notified by a pilot of a NMAC they encountered in the pattern.

ACN: 1430635 *(48 of 50)*

Synopsis

MD500 pilot reported a NMAC after taking off without contacting the control Tower.

ACN: 1429796 *(49 of 50)*

Synopsis

Air carrier Captain reported a NMAC with a small aircraft while on descent to AUS on the WLEEE3 Arrival in Class E airspace.

ACN: 1427441 *(50 of 50)*

Synopsis

C150 pilot reported a NMAC with another light aircraft in the pattern at EOY airport.

Report Narratives

Time / Day

Date : 201706
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : UGN.Airport
State Reference : IL
Relative Position.Angle.Radial : 95
Relative Position.Distance.Nautical Miles : 6
Altitude.MSL.Single Value : 8500

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : MKE
Aircraft Operator : Corporate
Make Model Name : Bonanza 35
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Passenger
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : C90

Aircraft : 2

Reference : Y
Make Model Name : UAV - Unpiloted Aerial Vehicle
Operating Under FAR Part.Other
Flight Phase : Cruise
Airspace.Class E : C90

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 3300

Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 3250
ASRS Report Number.Accession Number : 1456110
Human Factors : Distraction

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 10
Miss Distance.Vertical : 5
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

Passed by a quad copter drone off right wing tip. In sight for roughly two seconds. Amazed to see one at this altitude. Was monitoring Chicago approach but changed frequency to Milwaukee approach to report this as Chicago radio was far too busy in my estimation. One passenger (of two) on board also saw this briefly but was not sure what he saw as he observed it after I had snapped off the autopilot and turned left briefly. Distance estimated based on object observed, four horizontal props, long silver and dark body with camera mounted on end facing our opposite direction. Observation time was very brief. No aircraft hit, no injuries. Just a tad alarming.

Synopsis

BE35 pilot reported sighting a UAV (drone) near UGN in very close proximity to his aircraft requiring evasive action.

Time / Day

Date : 201706
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : RSW.Airport
State Reference : FL
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : RSW
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.Localizer/Glideslope/ILS : Runway 6
Flight Phase : Final Approach
Airspace.Class C : RSW

Aircraft : 2

Reference : Y
Make Model Name : UAV - Unpiloted Aerial Vehicle
Operating Under FAR Part.Other
Flight Phase : Cruise
Airspace.Class C : RSW

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)
Experience.Flight Crew.Type : 573
ASRS Report Number.Accession Number : 1455899
Human Factors : Distraction
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 Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Type : 1625
ASRS Report Number.Accession Number : 1455919
Human Factors : Distraction
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

I was pilot monitoring and was looking for nearby VFR traffic indicated about 800 feet below our flight path while we were on final approach to Runway 06 at RSW. As I was searching for aircraft traffic, I noticed a large drone operating at approximately our altitude, not far from our left wingtip (less than 100 ft away). The Captain did not see the drone and continued the approach normally and we were able to land without any evasive maneuvers. I reported the drone to the RSW tower controller who asked for additional details about the drone after we taxied to the gate. The drone was a large, quad copter-type drone.

Narrative: 2

I was the flying pilot conducting the ILS Runway 6 in VMC. As we passed the FAF and received landing clearance the First Officer stated she saw a drone off of our left wing tip within 100 feet at our altitude. She reported the incident to the tower. We landed uneventfully in Fort Myers with no evasive maneuvers required. The Tower controllers got information on the drone from the FO upon landing and I notified the Chief Pilot of the event. As pilot flying I did not see the drone.

Synopsis

Air carrier flight crew reported sighting a UAV while conducting the ILS Runway 6 at RSW. The drone was estimated to be within 100 ft of the aircraft, however no evasive action was required.

Time / Day

Date : 201705

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : LGA.Airport

State Reference : NY

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.Tower : LGA

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet CL65, Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class B : NYC

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class B : NYC

Person

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 : 1448987

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Shortly after takeoff from LGA RWY 04 and at 1,500 feet in a turn to 360 degrees, I noticed a rectangular object, believed to be a drone about the size of a lunchbox, pass within the distance of our wingtip, at our altitude, on the right hand side of our aircraft. It appeared to be traveling horizontally. A collision was not detected from the cockpit nor was there evidence of one following a post flight inspection by the Captain. I reported the sighting to LGA Tower and Departure. The sighting lasted about one second. No change to our flight path was initiated. The Captain was flying and did not notice our encounter. The current ATIS made note of unauthorized drone activity in the vicinity of the airport.

Synopsis

CRJ First Officer reported a NMAC while departing LGA airport with what he suspected was a UAV.

Time / Day

Date : 201705

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : MLI.Airport

State Reference : IL

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : MLI

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Initial Climb

Route In Use : Direct

Airspace.Class C : MLI

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : MLI

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class C : MLI

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 6200
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 850
ASRS Report Number.Accession Number : 1448460
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
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

While taking off from a helipad and climbing to 400 to 500 feet AGL, I contacted Quad City Approach and received a new squawk code when the aircraft TCAS alert went off. As I was responding to Quad City Approach I saw an airliner fly above us. I was advised by Quad City the airliner passed over us by 300 feet. I estimate we were approximately 1100 to 1200 feet MSL when we had the airliner fly 300 feet above our helicopter.

Radio contact with Quad City approach when taking off from the helipad is best if we can get a little altitude. It is not normally in the approach path of aircraft coming into MLI so it has never been a safety issue to contact ATC shortly after liftoff. The airliner must have been on Quad City tower frequency and I was on Quad City Approach frequency.

Synopsis

Helicopter pilot reported a NMAC with an airliner in the vicinity of MLI airport.

Time / Day

Date : 201705

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : 5Y3.Airport

State Reference : WI

Altitude.MSL.Single Value : 3700

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 15

Light : Daylight

Ceiling.Single Value : 4500

Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 103

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : MSN

Aircraft : 2

Reference : Y

Make Model Name : Cessna Citation Undifferentiated or Other Model

Flight Phase : Initial Approach

Airspace.Class E : MSN

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 6500

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 60

ASRS Report Number.Accession Number : 1448454

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

While flying my hang glider out of the Gutzmers Twin Oaks airport I heard an approaching jet sound, flying from north to south at approximately 3500 ft, [a] multi-passenger jet, looked like a Cessna Citation. I was close enough to see the pilots in the cockpit. I was concerned about wake turbulence but encountered none. Other than that incident flight uneventful. Incident was witnessed by another glider in the vicinity.

Synopsis

Hang glider pilot reported a NMAC with a Citation in the vicinity of 5Y3 airport.

Time / Day

Date : 201705
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : CRQ.Tower
State Reference : CA
Altitude.MSL.Single Value : 1500

Environment

Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person

Reference : 1
Location Of Person.Facility : CRQ.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5
ASRS Report Number.Accession Number : 1447852

Events

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

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

Assessments

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

Narrative: 1

I was getting relieved from work after one hour on Local Control position. Aircraft Y was in the traffic pattern doing touch and go's for most of the hour. During the position relief briefing, I noticed that Aircraft Y was flying close to Aircraft X who was on final approach. I took corrective action; asked Aircraft Y if they were still on the downwind. They replied, "Affirmative." Then I instructed Aircraft Y to turn left 10 degrees, to not cut off the traffic on final. Aircraft Y read back, "Turning left 10 degrees." I then gave a traffic call. On the next sweep of the radar, I noticed Aircraft Y had made a right turn toward Aircraft X so I instructed Aircraft Y to fly north and then continue north until advised. Aircraft X advised me that Aircraft Y just flew beneath him about 200 feet away. I finished the relief briefing, and then went on break.

I gave this pilot many control instructions and he read back everything in accordance with my instructions but still did the opposite of my instructions putting both aircraft at risk. I recommend the pilot in command get remedial training on compliance.

Synopsis

CRQ Local Controller reported a NMAC when an aircraft flew beneath another aircraft after not complying with ATC instructions.

Time / Day

Date : 201705

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 700

Environment

Flight Conditions : VMC

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Cruise

Airspace.Class C : ZZZ

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission.Other

Flight Phase : Cruise

Route In Use : None

Airspace.Class C : ZZZ

Airspace.Class E : ZZZ

Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Phase : Cruise

Airspace.Class C : ZZZ

Airspace.Class E : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Government
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 5000
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1447789
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Observer
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 300
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

At approximately XA46, Aircraft X and Aircraft Y responded to a stranded hiker. After approximately 20 minutes of searching low level in the canyon, we located the stranded hiker and hoisted our rescuer down for patient care. After hoisting the rescuer down, we repositioned into a 60-knot right orbit between the rescue site and the Freeway awaiting Aircraft Y's command to come back in for the rescue.

After about 5 minutes, Aircraft Y called us back in to the rescue site to retrieve our rescuer, so we rolled into a north bound turn from our holding orbit. As I rolled out, I looked up and to the right and saw a night sun equipped aircraft converging above and to the right which I believed to be Aircraft Y in a right-hand orbit.

During the next couple seconds, I began a descent with what I believed was Aircraft Y "in-

sight" and noticed the night sun beam rapidly sweeping towards us. I continued our north bound descent as the night sun beam hit our aircraft and swept through the cockpit from what I believed was Aircraft Y passing overhead.

At this point, the co-pilot and safety member in the right rear cabin area also had eyes on the converging aircraft. We all estimated our altitude separation to be approximately 300' as the converging aircraft passed overhead.

While a 300-foot altitude separation is not uncommon between hoist and firefighting aircraft that are in communication with each other, this incident should be considered a near miss as the aircraft involved were in close proximity but not in communication. Because of the initial rescue site being in [a] tower controlled airspace, we were not monitoring adequately for any traffic advisories in the area. Both rescue aircraft were monitoring the tower frequency intermittently, air-to-air, and the rescue tactical.

As always, there was task saturation with the combination of rescue briefings in the aircraft, radio traffic with the ground companies and air traffic control during the rescue. Aircraft typically monitors [traffic advisories] but also became task saturated while developing a rescue plan with the incident commander on the ground. It's also likely that while we were in [the Class C] airspace at the rescue site and monitoring their frequency, we were out of radar contact due to the obstruction of [the mountain].

Immediately after the near miss, the co-pilot of the rescue broadcast on [traffic advisory frequency] that Aircraft Y and Aircraft X were working in the [mountain] area below 1700 feet for any media ships that might be in the area. What we think was Aircraft Z responded that they were near the Freeway.

Contributing factors to the near miss event:

- * We did not have TCAS displayed on the co-pilots MFD of the rescue aircraft which would have alerted us to the converging aircraft.
- * My misidentification of the rescue aircraft as "Aircraft Y" with a night sun, resulted in my comfort in passing below, what I thought was Aircraft Y, rather than executing evasive maneuvers.
- * Once we moved south from the rescue site, we were out of class C airspace and should have monitored/ self-announced [our position].
- * Because the rescue site was on the boundary of the southern edge of [the Class C] airspace, both rescue aircraft were monitoring [tower] but not [common traffic frequency].

Even though we are engaged in high risk hoist rescue operations in the mountains and foothills at night, we need to continue to be vigilant in assigning one of the pilots in either the rescue aircraft or the rescue aircraft the task of monitoring [common traffic frequency]. Any aircraft on scene should also have the TCAS selected to the co-pilots MFD to help with early identification of traffic conflicts.

Synopsis

Rescue Helicopter pilot reported a near miss at night with what the crew thought was an accompanying aircraft. In reality was an unidentified aircraft.

Time / Day

Date : 201705
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LGA.Airport
State Reference : NY
Altitude.MSL.Single Value : 1500

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : LGA
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Passenger
Flight Phase : Cruise
Airspace.Class B : LGA

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : LGA
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Cruise
Airspace.Class B : LGA

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 2605
Experience.Flight Crew.Last 90 Days : 74
Experience.Flight Crew.Type : 1200

ASRS Report Number.Accession Number : 1447142
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2
Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 409
Experience.Flight Crew.Last 90 Days : 2
Experience.Flight Crew.Type : 228
ASRS Report Number.Accession Number : 1447171
Human Factors : Situational Awareness
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 : 20
Miss Distance.Vertical : 10
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Checked in with LGA at 1.5 north on Hudson for a tour, LGA informed pilot of traffic ahead helicopter 1.5 northbound and traffic behind 1 mile 1.5 northbound. Pilot informed LGA that he has traffic ahead insight and would maintain visual, also informed LGA that he would look for traffic behind in the upcoming turn. Shortly later pilot checked out from LGA. Immediately after checking out pilot looks left just before initiating turn and sees fixed wing fly by... same alt 20 feet off left hand side.

Narrative: 2

I was flying the NYC Skyline Route northbound at an ATC-assigned altitude of 1500 MSL. At approximately the Intrepid reporting point, ATC advised helicopter traffic at 11 o'clock & 2 miles and additional traffic 2 o'clock & 1 mile. I responded that I had the 11 o'clock in sight but not the 2 o'clock. I observed the 11 o'clock helicopter approximately 50 feet above and above the western shore of the Hudson at approximately 1 mile. As I proceeded

northbound, the 11 o'clock helicopter crossed the Hudson from west to east and began hovering slightly above my flight path. Thinking that the helicopter intended to maintain its position or continue eastbound, I adjusted my course to maintain visual separation from the helicopter by passing below and to the left of the helicopter, but still roughly along the east bank of the Hudson. At no time did I lose visual contact with the helicopter. After my passage, the helicopter radioed his displeasure to ATC for what he considered "closer than a close call."

While I believe I maintained a safe degree of separation from the helicopter throughout, I concede that it would have been safer if I had moved further towards the west bank of the Hudson to pass the helicopter. However, I was concerned that this would be considered a deviation as the Skyline Route instructions are to follow the east bank of the Hudson northbound. Certainly an altitude change would not have been possible given the operation within Class B airspace. I believe there is confusion over how tightly pilots are expected to follow the banks of the river. Additionally, in the past when flying this route I have received additional vertical separation from other traffic, especially helicopter traffic, by being assigned 2000 MSL. Finally, it would be helpful if traffic in the Class B flying north/south along the Hudson were separated vertically from traffic crossing the Hudson as the possibility of conflicts are greater in these cases. There is precedent for this vertical separation as the Hudson SFRA mandates transient operation between 1000-1299 MSL and local operation between SFC-999 MSL.

Synopsis

A helicopter pilot and a small aircraft pilot reported a NMAC over the Hudson River.

Time / Day

Date : 201705

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TKI.Airport

State Reference : TX

Relative Position.Angle.Radial : 180

Relative Position.Distance.Nautical Miles : 20

Altitude.MSL.Single Value : 3300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 20000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : D10

Aircraft Operator : Personal

Make Model Name : PA-32 Cherokee Six/Lance/Saratoga/6X

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Descent

Route In Use : Vectors

Airspace.Class E : D10

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class E : D10

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 850

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 1446843
Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

Event happened shortly after DFW Approach had issued instruction direct TKI from a position of approximately 5 miles NW of HQZ (visual), 20 miles S of TKI (GPS). At 3300 MSL, a red/silver drone was spotted just as it passed under right wing. Separation is estimated to have been 100 feet. We spotted it too late to take evasive action. Reported to ATC approximately 30 seconds after event when frequency congestion would allow.

Synopsis

PA-32 pilot reported a NMAC with a UAV at 3300 MSL 20 miles south of TKI.

Time / Day

Date : 201704

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : WVI.Airport

State Reference : CA

Relative Position.Angle.Radial : 270

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : NCT

Aircraft Operator : Personal

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : NCT

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class E : NCT

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 267

Experience.Flight Crew.Last 90 Days : 27

Experience.Flight Crew.Type : 37

ASRS Report Number.Accession Number : 1446808

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Passenger
Miss Distance.Horizontal : 100
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

My passenger spotted a drone while we were in cruise flight near Monterey Bay, just west of Watsonville Airport. My passenger stated that it came "very close" to our plane, but I was unable to spot it before we had passed its location. I informed ATC, but due to frequency congestion I made my report after we had flown 2 miles north of where we encountered it. Upon landing, I reviewed the NOTAMs for my preflight briefing and was unable to find any for UAS activity at that altitude.

Synopsis

DA40 pilot reported his passenger noticed a UAV operating in close proximity to their aircraft at 6500 MSL in the vicinity of WVI airport.

Time / Day

Date : 201705

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : N90.TRACON

State Reference : NY

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : N90

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class B : NYC

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : N90

Aircraft Operator : Personal

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Airspace.Class B : NYC

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 11738

Experience.Flight Crew.Type : 4017

ASRS Report Number.Accession Number : 1446637

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Type : 1923
ASRS Report Number.Accession Number : 1446651

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Automation : Aircraft RA
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Southeast of EWR at 6,000 ft, ATC called traffic at 6,500 ft at 11:00. Shortly thereafter, TCAS annunciated "Traffic" then "Maintain Vertical Speed" then "Descend". As the flying pilot, I complied with the TCAS guidance while the captain reported "TCAS R/A". After we were "Clear of Conflict", ATC scolded the Cessna traffic saying "I need you to maintain 6,500!"

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

B737 Crew reported a NMAC on climbout from EWR.

Time / Day

Date : 201704

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Fractional

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : ZZZ

Make Model Name : Small Aircraft

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1446095

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Track / Heading : All Types

Anomaly.Deviation - Procedural : FAR

Anomaly.Deviation - Procedural : Clearance
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Automation : Aircraft TA
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Vertical : 20
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

On taxi out for the first flight of the day the PIC said we're all adults here and do not need to use certain checklists, but to do it if a Fed was on board. PIC was chronically non sterile during critical phases of flight - discussing women, money, and his prior military service - and insisted on pressing and holding the erase button [on] the CVR after he was non sterile or inappropriate. PIC did not give proper responses on checklists when I insisted we use them - he rarely if ever called for one and needed to be prompted. It was also apparent he was not familiar with the company specific checklists. It seemed at times the PIC could not hear communication from myself or ATC instructions. Distraction in the cockpit was nearly constant.

During the arrival and approach segment of the fourth and final leg of our day trip I had the set up correctly and had reviewed the approach. Incidentally, PIC said he briefed the approach earlier and was familiar. We were given a heading to intercept the localizer. PIC called the airport in sight. We were assigned a heading to intercept the localizer and cleared for the visual approach. I noticed PIC began a 20 degree turn away from the assigned heading and the localizer course. I inquired where he was going. He pointed out the window - 12 o'clock - and said the airport was right there. I looked up and saw he was descending toward ZZZ1 and I said so. He said I was wrong at the he was heading for ZZZ, the correct airport, and questioned whether I had the approach set up correctly. I said I had set it up correctly. He became confused and continued his descent and visual approach to ZZZ1. I noted he was heading away from the localizer course. After some hesitation he finally relented and recognized his error. He changed course to intercept the localizer to [the destination]. Still on a heading to intercept, he reached across and pressed and held CVR erase button. Within 5 seconds there was a TA. He looked up and immediately there was an RA "Climb!" It indicated an aircraft 200 feet below climbing. He hesitated for about 2 seconds, I said "You gotta climb!" He then pulled back on the yoke without disconnecting the autopilot. We climbed nominally - between 50 and 100 feet. Simultaneously I looked out my right side window and saw a high wing [aircraft] pass 20-50 feet below us.

Finally, established on final to and descending through 1200' AGL he said he was glad I was on board for that trip and in order avoid hassle and "unnecessary scrutiny" instructed me not to file an [report] or report this event to anyone. Then he reached over and pressed the erase button on the CVR.

Synopsis

First Officer reported that due to an unprofessional Captain disregarding the pilot monitoring instructions they encountered a near miss.

Time / Day

Date : 201705

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PBI.Airport

State Reference : FL

Relative Position.Distance.Nautical Miles : 10

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : Mixed

Weather Elements / Visibility.Visibility : 6

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : PBI

Aircraft Operator : Corporate

Make Model Name : Falcon 2000

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Nav In Use.Localizer/Glideslope/ILS : Runway 10R

Flight Phase : Initial Approach

Route In Use : Direct

Airspace.Class E : PBI

Aircraft : 2

Reference : Y

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Airspace.Class E : PBI

Aircraft : 3

Reference : Z

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Airspace.Class E : PBI

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 7000
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 1445830
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On instrument descent to PBI we were direct to ZISUR intersection for the ILS 10R. We saw a TCAS target in front of us that was descending. ATC advised [us] of VFR traffic at our 12 o'clock. At the time, we were in and out of the clouds (broken to scattered at 4000-8000 feet). As non-flying pilot, I saw a small Cessna (C172 type) very close to us. I recommended an immediate turn. The pilot flying saw a second airplane (another C172 type) flying loose formation and descending. Simultaneously he received two RA's to climb. It appeared the TCAS was confused by two targets. We safely climbed and turned away from the traffic. ATC informed us they were not in contact with the traffic. We suspect the two planes were illegally flying in and around clouds while heading to Pahoke (PHK) airport. We reported the RA to Palm Beach Approach. Fortunately, they had their TCAS on so that at least we received a TCAS signal while they were flying through clouds without ATC advisories.

Synopsis

Falcon 2000 Captain reported a NMAC with two light aircraft in the vicinity of PBI airport.

Time / Day

Date : 201705

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : NCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : NCT

Aircraft Operator : Personal

Make Model Name : Skylane 182/RG Turbo Skylane/RG

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Climb

Route In Use : None

Airspace.Class E : NCT

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : NCT

Make Model Name : SR22

Operating Under FAR Part : Part 91

Airspace.Class E : NCT

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 420

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1445823

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 20
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

During the climb phase of a flight from SQL, the C182R with 1 passenger was being vectored for the VFR climb in VMC by Norcal due to traffic. Norcal called out a target, an SR22, descending through the C182R's flight path. At the start of the incident the C182R was at approximately 3000 feet climbing south east bound and the SR22 at 4500, descending north west bound.

Norcal called the SR22 to notify them of conflicting traffic (the C182R). They reported traffic in sight. C182R was also given a SE heading and an approximate range and direction to the conflict traffic. The C182R identified a target at approximately the correct location and responded traffic in sight and offered a better vector to avoid said target. Norcal accepted the new vector. The C182R continued its climb on the new vector. A few seconds later, a new target was seen at the same time as a vocal warning was issued by the C182R's GDL-88 showing traffic at 12 o'clock, same altitude, less than a mile. The traffic was immediately identified as the descending SR22 on a near collision course, moving slightly right to left in the windscreen. Evasive action was taken by the C182R, with a steep right hand climbing turn to avoid. I estimate this action occurred when the aircraft were approximately 1000 feet apart (maybe 3 seconds to passing). The Norcal controller asked the SR22 to confirm they had had the traffic in sight and the SR22 confirmed. It did not appear the SR22 took evasive action at any time during the incident.

The vector of the SR22 prior to the identification and passing is unknown.

What went wrong: The C182R failed to verify visually and with onboard means (ADS-B traffic) the target was the correct one. This led to an incorrect suggestion to the controller for a new vector. The controller could have (is not responsible for, however) noted the vector was incorrect. It is plausible that the suggested vector actually improved the situation, but that is speculation without knowledge of the SR22's path. Additionally, it is possible the SR22 did not have the correct traffic in sight as there were other similar profiled aircraft behind the C182R. I would characterize the last call from the SR22 carried a bit of "surprised delay" in tone when responding to the controller's confirmation they had had the traffic in sight.

What should have happened:

The aircraft were both in a dangerous phase of flight (climbing/descending in dense and complex airspace). The SR22, if they did have the correct aircraft in sight, should have moved to a safer vector. The C182R should have verified the traffic was the correct target. Restriction on the descent/climb for both aircraft would have made the entire thing a non-

event, although the controllers are not ultimately responsible for traffic avoidance.

What worked:

ADS-B aural alerts on the C182R. Emergency procedure training/see and avoid (identifying a threat target not moving in windscreen, determining a course of action, and executing occurred within ~1 second) worked.

This is the one time I actually wish I had not had flight following (almost a prereq for flights in CA). Had I simply been flying using my onboard means I would have focused more on outside the cockpit, backed up by onboard traffic. Additionally, I would not have been put on an initial vector that setup the conflict.

Synopsis

C182 pilot reported a NMAC with an SR22. Evasive action was taken by the C182 pilot.

Time / Day

Date : 201705
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : IAG.Airport
State Reference : NY
Altitude.MSL.Single Value : 3500

Environment

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

Aircraft : 1

Reference : X
Aircraft Operator : FBO
Make Model Name : PA-44 Seminole/Turbo Seminole
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Cruise
Airspace.Class E : BUF

Aircraft : 2

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Trainee
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1445809
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100

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

Assessments

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

Narrative: 1

Me and my flight instructor intended on circling Niagara Falls to take a few pictures. We did not have the plate for circling in front of us and we were circling counter-clockwise. We made a radio call to the traffic in the area and got no response. We had traffic in sight but originally we both perceived the motion of the other aircraft to be moving away from us and turning left, a few seconds later we both realized our traffic was headed towards us. We descended below the 3,500 ft altitude designated for the airspace in order to avoid traffic. We ended up at 3,200 ft and our traffic passed about 100 FT to our left. Contributing factors were us not having the circling pattern out and ready to use, as well as both of us misjudging the other aircraft's direction of flight.

Synopsis

PA44 student pilot reported an NMAC in the vicinity of Niagara Falls after failing to fly the published photo pattern.

Time / Day

Date : 201705

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : HNL.Airport

State Reference : HI

Altitude.MSL.Single Value : 1000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : HNL

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.Localizer/Glideslope/ILS : Runway 8L

Flight Phase : Final Approach

Airspace.Class B : HNL

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : HNL

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class B : HNL

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 : 1445714

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

ASRS Report Number.Accession Number : 1446044

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

Captain flying visual approach: 1. Cleared visual approach 2. Descent to 2700' for glideslope intercept 3. Intercepted localizer above glidepath. 4. Descending to capture glide path received TCAS traffic alert followed immediately by monitor vertical speed. Auto pilot off to comply with alert. 5. TCAS showed traffic passing below us by only 400'. 6. Cleared traffic but now very high on glide slope. Decided to continue approach since we were still outside 6 miles from the field. 7. Configured aircraft to land but still high at 1000' 8. Opted to continue approach to 500'. Stable at 500' and continued to land. 9. Upon landing, aircraft bounced and throttles did not seem to retard so go-around executed. Elected to go around after landing bounce because of tail strike concerns. 10. Normal go-around to down wind. 11. On second approach, tried to get aircraft into managed speed mode but power advanced. Disconnected auto thrust but unable to salvage approach. Unstable because of airspeed so missed approach at 500' 12. On missed approach, tower directed a right turn to 155 and climb to 400'. Tower also called out departure traffic. We called traffic in sight. Overshot 155 heading while looking for traffic but immediately corrected back to assigned heading. 13. Returned for normal landing. Although we experienced the incredibly unusual situation of having to go around twice, I believe we complied with all procedures and operated the aircraft in a safe manner. Although we were stable at 500' I did think I was "behind the airplane" slightly and that may have contributed to the bounce on landing. In hindsight I think that the more conservative action would have been to go-around after the TCAS warning.

Had the unusual occurrence of a TCAS event during approach. Although I did not think so at the time, this event caused us to get outside of our normal habit pattern. Were this to happen to me again, I would definitely go around.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

Air carrier flight crew reported a NMAC on arrival preceded a bounced landing and a go-around, followed by an unstabilized approach to another go-around.

Time / Day

Date : 201705

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : SLC.Airport

State Reference : UT

Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : S56

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 700 ER/LR (CRJ700)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Airspace.Class B : SLC

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class B : SLC

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1445423

Human Factors : Distraction

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

We were on approach into SLC, I was the PF and currently hand flying the aircraft to a landing. At about 14.5 NM from the runway at 8500 ft, I noticed a small object appear in the flight path. The object, which appeared to be a drone as it got closer, passed over the top of the aircraft within 100 ft. The Captain notified ATC of what we saw. The approach continued to a normal landing. During the post flight walk around, no visual damage was found.

Someone was flying a drone where they were not supposed to be. People need to be better educated on the consequences of flying drones where they should not be.

Synopsis

CRJ-700 First Officer reported a NMAC with a UAV while on approach to SLC.

Time / Day

Date : 201704

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BWI

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

Nav In Use : GPS

Flight Phase : Initial Climb

Route In Use.SID : TERPZ6

Airspace.Class B : BWI

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : PCT

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class B : BWI

Person

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)

Experience.Flight Crew.Last 90 Days : 227

Experience.Flight Crew.Type : 8000

ASRS Report Number.Accession Number : 1444540

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

On climb out from takeoff on the TERPZ 6 RNAV Departure, Tower issued an immediate right turn away from traffic that was approaching to our front. Simultaneously we received a RA to climb. I executed a turn and climb, complying with the RA as the Captain had visual with the small aircraft. The Captain continued to monitor the other aircraft while keeping me informed as to its proximity.

As the traffic continued to get closer I aggressively banked the aircraft in the attempt to avoid a midair collision. Between the aggressive bank and climb, we avoided impact. After the threat ended we proceeded to clean the aircraft up and climb out away from BWI Tower admitted that a breakdown had occurred between the Tower Controller and Departure.

Synopsis

Air carrier First Officer reported a NMAC after takeoff at BWI.

Time / Day

Date : 201704

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : EHR.Airport

State Reference : KY

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : EHR

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Initial Climb

Airspace.Class G : EHR

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : EHR

Make Model Name : Helicopter

Flight Phase : Initial Climb

Airspace.Class G : EHR

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2023

Experience.Flight Crew.Last 90 Days : 8

Experience.Flight Crew.Type : 985

ASRS Report Number.Accession Number : 1443795

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 : 200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

As I was preparing to land, a target was showing up on the TCAS on descent into EHR, I thought it was another plane, but it was not broadcasting. I tried to contact it with no response. I was able to activate the pilot controlled lighting on the CTAF, so I know [I] was tuned in to the right frequency. There was a helicopter on the ground when we landed.

We unloaded some things. I announced my intentions to takeoff on the CTAF. There was no response. Shortly after I departed, a helicopter suddenly popped up within 200 feet of my plane. The helicopter was flying in the same direction as me parallel to my aircraft. I turned quickly to the right and continued climbing to create more distance between me and the helicopter. I tried contacting it on CTAF, but there was no answer. I never got a response from it. It did not register on my TCAS.

Synopsis

Pilot of a small aircraft departing an uncontrolled airport reported a near miss with a helicopter departing at the same time.

Time / Day

Date : 201704

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : SCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.TRACON : SCT

Aircraft Operator : Air Carrier

Make Model Name : Airbus 318/319/320/321 Undifferentiated

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : GPS

Nav In Use : FMS Or FMC

Flight Phase : Descent

Airspace.Class E : SCT

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 : First Officer

ASRS Report Number.Accession Number : 1443061

Human Factors : Situational Awareness

Human Factors : Confusion

Human Factors : Workload

Human Factors : Time Pressure

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation - Altitude : Excursion From Assigned Altitude

Detector.Automation : Aircraft RA

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Became Reoriented

Result.Flight Crew : Returned To Clearance

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

At 5000 MSL feet, approximately 10 miles west of SLI VOR, SoCal Approach assigned us a left turn to a heading of 050 degrees. The Captain initiated the turn with the autopilot engaged. Approximately 15-20 degrees into the left turn, SoCal Approach quickly cleared us back to our original heading. As the aircraft was in the right turn back to approximately 070 degrees, we received a resolution advisory (RA) directing a climb, as it appeared that an aircraft was in close proximity to us at approximately 500' below our assigned altitude. The captain immediately followed the RA direction and began to climb, and I promptly notified SoCal Approach that we were responding to a RA. At approximately 5500 MSL feet, the RA indicated a level off. A few seconds later, we received a subsequent RA directing another climb, however, it now it appeared that the aircraft was 300' directly beneath us. At approximately 5700' MSL, the RA indicated that we were clear of the conflict. The captain returned to the previously assigned altitude of 5000' MSL and I notified SoCal Approach accordingly. SoCal approach never made any mention of any traffic or the RA event. Also, we never saw the offending traffic during the RA event. We continued and landed uneventfully.

Synopsis

An air carrier pilot reported a TCAS RA CLIMB during a near miss with an unidentified aircraft at about 5,500 feet near SLI .

Time / Day

Date : 201704

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : RDD.Airport

State Reference : CA

Altitude.AGL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : RDD

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : RDD

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : RDD

Aircraft Operator : FBO

Make Model Name : Duchess 76

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : RDD

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 530
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 1442696
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

This was a training flight to a local training area that returned to RDD for pattern practice. After several circuits in the pattern at RDD, my aircraft was on left downwind for RWY 16. Tower instructed my flight, "You are number 3 following a Duchess on right base, cleared touch and go, RWY 16." I had mistaken a King Air that appeared to have just turned from a right base to final as the Duchess I was instructed to follow. For this approach, I asked the student to remain at Traffic Pattern Altitude (TPA) for the forward slip from TPA to on glideslope indication, to then a normal zero flap landing.

When established on final approach, but right of centerline, I saw an aircraft on my left and immediately took control of the aircraft, applied full power for a climbing right turn to the east at 79 knots. While in the climbing right turn (west bound), I heard the Duchess pilot transmit that there was an aircraft near his aircraft on the right. The Tower transmitted that he wasn't aware of another aircraft on final for RWY 16. After several seconds, Tower asked the position of my aircraft and I transmitted that I was in a climbing right turn on a west heading. Tower instructed me turn immediately continue turn and climb on an east heading - I complied with the instructions. Tower asked my intentions, I replied that I would continue my eastbound climb out of class Delta airspace. Tower instructed me to turn north and report leaving class Delta airspace.

After leaving class Delta airspace, I reported that I had left class Delta, and tower asked that I report when ready to re-enter class Delta for landing. After a few minutes, I asked [Tower] for a full-stop landing and was issued ATC instructions, which I followed for a successful landing and to parking. While taxiing, [Tower] asked that I call them. After securing the aircraft on the ramp, I called [Tower] and spoke with the Controller who I had been in contact with at the time of this incident.

Synopsis

C172 instructor pilot reported a NMAC in the pattern at RDD airport.

Time / Day

Date : 201704

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BVU.Airport

State Reference : NV

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : BVU

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : L30

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Cruise

Airspace.Class E : L30

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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1888

Experience.Flight Crew.Last 90 Days : 56

Experience.Flight Crew.Type : 745

ASRS Report Number.Accession Number : 1442691

Human Factors : Situational Awareness

Human Factors : Distraction
Human Factors : Confusion

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 10
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 : Airspace Structure

Narrative: 1

While flying back with a student we were transitioning from the Lake Mead area which is 20 miles east of LAS and just north of BVU down to the solar panel farm just south of BVU to cross over back to HND. While headed towards the BVU airport CTAF was tuned in to check for traffic and possible skydiving in action. On the trip north there had been skydiving in progress but this time no one had made any reports when we asked for advisory. Though we could see and hear helicopter traffic on the ground and low levels no one else fixed wing had reported. As we got about 2-3 miles to the north I could see what looked like a possible aircraft at the same altitude headed in an unknown direction but could not make a positive ID on them due to the size. It looked too small to be an airplane and was hard to keep an eye on. At that point I diverted to the right slightly to be safe. As we were headed SW to pass about a mile NW of the airport the target continued to get closer and we had yet to hear them report, I continued to turn right to remain clear. During this time I wanted to climb back up to get ready to cross the ridge but if so would not have been able to see as well due to the increased pitch so I was stuck at 4000 and since the 172 is a high wing plane I did not want to descend due to the loss of traffic visibility and having no idea of the other aircraft's intentions. At this point I noticed the other Aircraft, hang glider or drone was only coming closer. I immediately made a descending left hand turn hoping that there would not be a collision. From our point of view it looked as if we came within 50 feet of each other. The closest I have ever come to anything so far with flying. I could not believe on a completely clear day with great weather that I would have a close of a call as this. I hope that the implementation of ADSB becomes mandatory as soon as possible. At least so one of the pilots has the ability to detect the other traffic. If neither of us would have seen each other today it could have ended up much worse.

Synopsis

C172 instructor pilot reported having to take evasive action to avoid an object near BVU. He described the object as either another aircraft, a hang glider, or a drone.

Time / Day

Date : 201704

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : JYO.Airport

State Reference : VA

Altitude.AGL.Single Value : 900

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : JYO

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : None

Airspace.Class E : JYO

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : JYO

Aircraft Operator : Corporate

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

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Nav In Use.Localizer/Glideslope/ILS : Runway 17

Flight Phase : Final Approach

Airspace.Class E : JYO

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 134

Experience.Flight Crew.Last 90 Days : 6

Experience.Flight Crew.Type : 21
ASRS Report Number.Accession Number : 1441504
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
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 : Human Factors

Narrative: 1

A jet passed approximately 200 feet below my aircraft when I turned from left base to final in the traffic pattern at JYO. I had entered the pattern on the upwind and announced my position on CTAF throughout the pattern. The jet announced that he was on a straight-in approach at 10 miles and 5 miles out, and then ATC contacted him on JYO CTAF to ask him to switch back to his assigned squawk code until he landed. I do not recall hearing another call on his position until he asked why I had turned final when he was on final. Once I saw him underneath me, I executed a go-around and turned to the right of the runway at approximately 400 ft AGL.

Root Cause: I was not familiar with the jet's airspeed, and did not see him on his non-standard, straight-in final approach as I turned from my standard, left pattern, base to final. I was expecting him to still be at least 2 miles away based on the last position call I received, and my incorrect anticipation of a lower airspeed from his aircraft. At the same time, the jet pilot assumed that I knew how fast he was going to get there, and because he was on the ILS for runway 17, that the other pilots in the pattern would make room for him landing. Neither one of us coordinated with the other aircraft to deconflict until he passed underneath me. From my side, there was no coordination because I thought he was no factor, and he would land after I did.

Corrective Actions: Coordinate between pilots directly, rather than making position calls and assuming the other pilot heard the transmission and is going to do what you expect them to.

Synopsis

GA pilot reported a near miss on final to runway 17 at JYO with a turbojet aircraft.

Time / Day

Date : 201704

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : PHX.Airport

State Reference : AZ

Altitude.MSL.Single Value : 3200

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : P50

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Descent

Route In Use : None

Airspace.Class E : P50

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : P50

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 251

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1441495

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Workload
Human Factors : Distraction

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

In a simulated engine failure, I was descending and circling over my point of intended landing when what appeared to be a white bird was in sight. Once I got closer it was clear that it was a drone flying well above the altitude requirements for Part 107 and far too close to our aircraft. The other pilot noticed the drone and pointed it out to me when we took evasive action and made a climbing left turn westbound to avoid any other conflict. We made a report with Approach.

Synopsis

C172 pilot reported a UAS near miss at 3,200 ft southeast of PHX.

Time / Day

Date : 201704

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ELN.Airport

State Reference : WA

Relative Position.Angle.Radial : 055

Relative Position.Distance.Nautical Miles : 12

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ELN

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Nav In Use.VOR / VORTAC : ELN

Flight Phase : Cruise

Route In Use : Direct

Route In Use.Airway : V2

Airspace.Class E : ZSE

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Cessna Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : ZSE

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 903
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 600
ASRS Report Number.Accession Number : 1440776
Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

Tracking outbound 055 radial from the ELN VOR, at about 12 NM and at 7500 MSL, my student and I encountered traffic inbound on the same radial, same altitude. My student spotted the other aircraft (Red and White Cessna, possibly a 182 with retractable gear, was able to see the pilots face but unable to get the tail number), banked right and climbed instantly, missing the other aircraft by about 500 ft horizontal and 200 ft vertical. No radio calls from other aircraft on CTAF (123.0). We had made frequent radio calls departing the Ellensburg, WA valley stating we were at 7500 MSL outbound on the 055 radial (Victor 2 Airway) with distance reports along the way. Had my student not done what he had, we would likely have had a midair collision. When the other aircraft was spotted, we were at most a half mile away. No effort to avoid a collision was made by the other aircraft, and was unable to get in touch with them on the Ellensburg CTAF on 123.0.

Synopsis

C172 instructor pilot reported a NMAC with another Cessna in the vicinity of ELN VOR.

Time / Day

Date : 201704

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : IAH.Airport

State Reference : TX

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : IAH

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

Nav In Use.Localizer/Glideslope/ILS : Runway 8R

Flight Phase : Final Approach

Airspace.Class B : IAH

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class B : IAH

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 14337

Experience.Flight Crew.Last 90 Days : 380

Experience.Flight Crew.Type : 10098

ASRS Report Number.Accession Number : 1440287

Human Factors : Situational Awareness

Human Factors : Distraction

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

Approaching MATON intersection on the ILS 8R we came within 100 feet of a drone at our altitude. No green or red lights visible on drone; only a white light. Reported to ATC.

Synopsis

A320 Captain reported a NMAC with a UAV while on the ILS Runway 8R at IAH.

Time / Day

Date : 201704

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : FFZ.Airport

State Reference : AZ

Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : FFZ

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Flight Phase : Landing

Route In Use : VFR Route

Route In Use : None

Airspace.Class D : FFZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : FFZ

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Flight Phase : Final Approach

Route In Use : None

Airspace.Class D : FFZ

Person

Reference : 1

Location Of Person.Facility : FFZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5

Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 3

ASRS Report Number.Accession Number : 1440226

Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Training / Qualification

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft X had been following Aircraft Y in the traffic pattern. I cleared Aircraft X number 2 to follow Aircraft Y for the touch and go. Aircraft X reported an aircraft off their right and said they were initiating a go around. When I looked back to the final I saw one aircraft lower on final and Aircraft X climbing out higher on the go around. Apparently Aircraft X cut off Aircraft Y which they had been following in the traffic pattern for some time. It did not appear to be any closer than the other 100 plus times [student] pilots had cut each other off in the pattern over the years. Usually I catch these events sooner. I must have been sorting out my upwind traffic. I try to as soon as possible get the departing pattern planes to find and follow the next plane ahead in the pattern so this doesn't happen. I have not had a chance to review the tapes as I was just called at home on my only day off and informed that some sort of NMAC investigation had been started by the FBO which owns both planes involved.

Student pilots and instructors could do a better job of finding and following planes. Too many times student pilots are sent out [to] solo way before they are ready to be in a busy, complex traffic pattern. I think there was actually an instructor on Aircraft X, but I am not sure. On the controller side, I would like to work fewer 6 day work weeks. [We are] short staffed and I have more mandatory 6 day weeks than not as of late, and there appears to be no end in sight.

Sometimes it could occur and without tracking the planes visually out the window you would not see it coming as the STARS FUSION display is a terrible tool to have work busy VFR traffic at an airport with parallels separated by less than 1,000 feet. The old D-Brite radar display was a far superior tool for the traffic we work. The D-Brite would actually show two targets if two planes departed simultaneously STARS will not. The algorithm that drives the FUSION display is not compatible with our traffic and runway configuration.

Synopsis

FFZ Tower Controller observed an aircraft turn in front of another aircraft which it was supposed to follow.

Time / Day

Date : 201704

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : HEF.Airport

State Reference : VA

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : HEF

Aircraft Operator : Personal

Make Model Name : PA-30 Twin Comanche

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

Route In Use : Vectors

Airspace.Class D : HEF

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : HEF

Aircraft Operator : Personal

Make Model Name : Skylark 175

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : HEF

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 4900
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 1440196
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

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

Assessments

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

Narrative: 1

Tower vectored me into a NMAC on final to 34R at HEF. I was on an IFR flight plan to HEF in VMC. I had been told to expect a visual approach at HEF. When I saw it, I advised Potomac Approach I had the airport in sight. They approved my frequency change. I complied. I contacted Tower and let them know I was at 1500 ft five miles southwest of the field. Tower cleared me "for a Visual Approach, Runway 34R, advise on two mile final." I echoed the clearance. A few seconds later, Tower asked me to "dogleg left then right." I read back and complied. Then a few seconds after that, Tower cleared me "direct to the numbers." That flight path meant I was going to cross short final for Runway 34L. So I immediately added 34L's final approach path into my scan, and I stayed at traffic pattern altitude in order to potentially avoid any traffic for that runway. I repeated the change in routing and complied. That's when I saw the Cessna on downwind to 34R. I called it out to Tower, adding "no factor." I was still "direct to the numbers", crossing what would have been the point where an aircraft turning left downwind to base for 34L would do so when a Cessna Skylark appeared to be hovering directly in front of me right at my altitude, about 100 ft away. I had enough time to confirm the Skylark's flight path was for 34L and not my runway 34R before I dove slightly away and to the right behind the Skylark. I mentioned to Tower that I was no longer "direct to the numbers"; that I'd squared up my base to avoid landing traffic on 34L. Tower thanked me. I landed without incident. On the taxi out before switching me to Ground, Tower thanked me again for my "help with that situation."

I'm writing this report because I feel it might help educate HEF Tower controllers and help improve their situational awareness. My understanding is HEF is a training facility. Mistakes get made at such facilities. No problem. I do believe this was Tower's mistake. My understanding is, per the AIM, that I am just as protected (ATC responsible for separation) on a Visual Approach when on an IFR flight plan, as when on any other

charted approach. Failure to adequately separate me from 34L traffic, or at least notify me of that traffic was a mistake that could have been fatal if I had been a less experienced pilot. It might be better in the future not to clear an aircraft approaching from the southwest for 34R "straight to the numbers" when the flight path will take it across the downwind and base legs for 34L, as my flight path did. That directive put me inside the pattern for 34L. That's why the NMAC occurred.

Synopsis

PA-30 pilot reported a NMAC while on approach to Runway 34R at HEF.

Time / Day

Date : 201704

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 5

Light : Daylight

Ceiling.Single Value : 25000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna Stationair/Turbo Stationair 6

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 E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : ZZZ

Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Nav In Use : GPS

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 605
Experience.Flight Crew.Last 90 Days : 110
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1440168
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

We were departing in a C206 VFR without a flight plan. Approach gave us radar services and a transponder code. After the initial climb, I asked ATC for higher to get us out of some haze that was obscuring visibility to around 4 to 5 miles. ATC cleared us to maintain at or below 5,500. We climbed to 5,500. After about 5 minutes, the Controllers had switched. About 2 minutes after that, the new Controller told a Citation to descend and maintain 4,000. Within 10 seconds of that instruction, my passenger and I saw the Citation at our 1 o'clock, merging, about 300 feet higher and descending towards our path. The Citation told ATC he got a TCAS RA and began to climb and turn to the left to avoid us. I disconnected our autopilot and initiated a descent. I only descended about 20 feet before the Citation passed our 3 o'clock high. At the closest point I would estimate the Citation was about 400 feet right of us and 300 feet high. Less than 10 seconds had passed by the time we saw the conflict and the Citation had passed us.

I believe a classic chain of events led to this. First, the visibility was poor in the haze. Second, the Controllers had switched not long before. Traffic was not heavy at the time, and I don't believe the Controller was overwhelmed. However, the Controller failed to give the Citation an alert about us and vice versa. I think the Citation's TCAS RA broke the chain of events. Had he not acted quickly on it, I don't believe we would have collided, but it would have certainly been much, much closer. I'm not a Controller and certainly not an expert on their job, but I believe during the Controller swap and brief our aircraft wasn't mentioned and we were forgot about until the TCAS RA.

Synopsis

C206 pilot on a VFR departure in hazy conditions reported a NMAC with a Citation descending on a converging course.

Time / Day

Date : 201704

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : FFZ.Airport

State Reference : AZ

Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : FFZ

Aircraft Operator : FBO

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : FFZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : FFZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class D : FFZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 500

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 100

ASRS Report Number.Accession Number : 1440164

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 20
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was working with a student pilot in the traffic pattern at FFZ. We were conducting multiple touch and goes on runway 4L. On downwind, Falcon Tower announced to us "number two 4L cleared touch and go 4L, follow the citabria on base", we responded that we had the traffic in sight and continued the traffic pattern. The tower told the aircraft behind us to follow our aircraft and they were also cleared touch and go (or land) 4L. Once on final approach to runway 4L, I noticed the aircraft that was supposed to follow us was around 10-20 ft above us and our wingtips were 10-20 feet apart. I don't believe the low-wing aircraft was able to see us, and I was unable to maneuver the aircraft out of the possible collision course much because of low altitude and parallel runway in use. I announced to tower that there was an aircraft parallel to ours. Once I made the radio call, the pilot of the aircraft said "go-around". The tower acknowledged the other aircraft's go-around, and had told them that they were supposed to follow our aircraft.

There was some haze so it could have been that the traffic behind us had never seen us due to the fact our aircraft is white, or that they were following the citabria instead of our aircraft. Tower never advised the other aircraft that they had turned too early.

Synopsis

DA40 instructor pilot reported a NMAC with another aircraft on final approach. The other aircraft had been instructed to follow the reporter, but apparently followed the aircraft ahead.

Time / Day

Date : 201704

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : UMP.Airport

State Reference : IN

Altitude.AGL.Single Value : 20

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Dusk

Ceiling.Single Value : 24000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : UMP

Aircraft Operator : FBO

Make Model Name : Cessna Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class G : UMP

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Cessna Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Climb

Airspace.Class G : UMP

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2200
Experience.Flight Crew.Last 90 Days : 70
Experience.Flight Crew.Type : 50
ASRS Report Number.Accession Number : 1439930
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
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 : 200
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Flight was a short and soft field takeoff and landing practice with a student that is nearly finished with his private pilot certification. We were holding short for 2 announced planes in the pattern and were maintaining visual contact with them. After the second plane cleared the runway, we taxied onto the active runway. Both the student and I remember looking down final to check for other aircraft. I definitely try to instill this into my students to avoid situations like this one and was shocked that it happened to us. The student started our takeoff roll and just as we left the ground we noticed another Cessna that was unannounced on the CTAF fly over us just upwind of the runway with approximately 400 ft vertical separation. He had obviously initiated an immediate go-around due to our takeoff roll. We were able to continue our climb out almost as normal with a slight offset to the downwind side, although we were both concerned about wake turbulence since there was a crosswind. However, we did not encounter any.

Both the student and I were surprised we did not see him on final. The Cessna that we made go-around continued a fairly tight pattern and landed without any radio communications on the CTAF and taxied to the FBO ramp. We had continued in the pattern and were on short final as the Cessna requested a radio check from the ramp. I replied "now we hear you" and he then apologized for being on the wrong frequency, I apologized for not seeing him. He claimed to have been high but that his landing light was on. The previous two aircraft that landed before him were much more noticeable due to their landing lights being on against the high overcast layer and near sunset time. Both the student and I believe we would have seen his landing light if it he was on a normal final when we had pulled onto the runway.

I feel the factors the contributed to us not seeing the other Cessna are as follows:
1. Lack of radio cues to look for aircraft. However, it is an uncontrolled field so it is still solely our responsibility in this case to see and avoid. I do not fault the pilot of the other aircraft. Given enough time every one will encounter a no radio aircraft, especially at a non-tower field.

2. High overcast layer with near sunset lighting while looking southeasterly down final did not provide a much contrast to spot the aircraft.
3. A high base/final leg by the other aircraft resulting an angle hard to see from our aircraft.

Synopsis

Cessna flight instructor reported a NMAC on takeoff from UMP with another aircraft that was on a high approach which had to perform a go-around. The other aircraft was on the wrong frequency.

Time / Day

Date : 201704

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZJX.ARTCC

State Reference : FL

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZJX

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : ZJX

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 450

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 80

ASRS Report Number.Accession Number : 1439338

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Automation : Aircraft Other Automation

Detector.Person : Air Traffic Control

Miss Distance.Vertical : 400

When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Flying level at 8000 feet and talking to Jacksonville controller, I noticed a plane on ADS-B straight ahead and about 7 miles and 1000 feet below. The plane was climbing and when I noticed it at 5 miles and 800 feet, I queried the controller. His response was that I should be on a different frequency and gave me that frequency. On changing frequency, I switched off autopilot and prepared for an immediate turn all while searching for the traffic. On listening to the new frequency, it was clear that the controller was communicating with that plane and was frustrated that I was not in communication with him. ADS-B shows that we were within 400 feet of each other but I never saw the other traffic. The new controller asked what my previous frequency was. The flight proceeded normally thereafter.

The problem likely arose from task saturation in the controller's sector due to increased traffic from [an aviation event]. We were just north of Lakeland, just west of the Center City VOR. A contributing factor is the difficulty in determining the correct communication frequency and change over points for sectors. These are shown, but minimally, on the IFR low charts.

In the future, I plan to be much more diligent about which sector I am in and knowing when that sector changes.

Synopsis

Small aircraft pilot reported a NMAC north of LAL while on an IFR flight.

Time / Day

Date : 201704

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.MSL.Single Value : 3300

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : N90

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 : Initial Approach

Airspace.Class B : NYC

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Mission : Personal

Flight Phase : Cruise

Airspace.Class B : NYC

Person : 1

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)

Experience.Flight Crew.Last 90 Days : 150

ASRS Report Number.Accession Number : 1438773

Human Factors : Distraction

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
Experience.Flight Crew.Type : 362
ASRS Report Number.Accession Number : 1438750
Human Factors : Distraction

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

After being cleared direct TEB by NY approach, while descending through 3300 ft a drone was observed passing beneath the aircraft by approximately 200-300 ft. Location was 3.5 NM west of TEB at approximately 3000 ft. Drone was 3-4 ft of wingspan moving east to west at an indeterminable speed (we were at 180 kts). White in color, no markings. Event reported to ATC. We needed no evasive actions and continued a visual approach to an uneventful landing.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

A320 flight crew reported sighting a UAV in the vicinity of TEB at 3,300 feet.

Time / Day

Date : 201704

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : RPHI.ARTCC

State Reference : FO

Altitude.MSL.Single Value : 5000

Environment

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.Tower : RPLL

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Route In Use : Direct

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : RPLL

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

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 : 1437776

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

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 : 1438061

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Our flight had a near midair with another aircraft as we departed RPLL. Departing RPLL we were assigned to fly runway heading and climb to 7000. Just as we cleaned up the aircraft departure gave us a clearance to proceed direct to JOM and I slewed the heading bug to JOM while I programmed it into the box. The Flying Pilot just began the right turn when the near midair occurred. The near midair occurred around 5000ft, 230kts, and 8-10 miles from the extended centerline of Runway 6 with us in a 20-30 degree right bank. Since I was heads down programming the box the Pilot Flying (PF) saw the aircraft first and then I caught it just prior to it passing to our left at nearly co-altitude. I saw the position lights of the aircraft as it passed within 100 ft of us. It passed at such high speed and so close to us that I thought it might hit our left wing. As it passed by us it made an audible whooshing sound. We passed about 180 degrees out so it appears the aircraft was flying directly towards RPLL airport. We received no TCAS RA or TAs from our system and ATC never did alert us about the aircraft. I notified departure about the near miss and they seemed disinterested in the report so I reported it to them again before we switched frequencies. They were still disinterested in the report so I'm not sure if they were too busy to process the information at the time of the reports, but this needs to be investigated further as to why this near midair occurred without any warnings from ATC. Our TCAS system checked ok before and after our flight so the unidentified aircraft may not have been squawking, but ATC should have had raw returns with an aircraft this close to the airport. This is the closest I've come to being hit by another aircraft. If we hadn't turned I believe we would have collided and we would have lost an [aircraft] full of passengers and crew.

Narrative: 2

The incident occurred passing about 5000 ft, 230 kts and 8-10 miles from the airport on runway heading (Runway 06). We had just initiated a right turn direct JOM when I saw a red light out of the corner of my left eye going by us in the opposite direction at a high rate of speed accompanied with a loud whooshing sound. I estimate we passed within 100-200 feet on the left side of our aircraft at about the same altitude.

Synopsis

Captain of an Air Carrier jet which had just departed RPLL at night, reported a near miss with unreported traffic which did not activate a TCAS alert.

Time / Day

Date : 201703

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SUA.Airport

State Reference : FL

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : PBI

Aircraft Operator : Air Taxi

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Vectors

Airspace.Class E : PBI

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : PBI

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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1437292

Human Factors : Distraction

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

When vectored inbound to Stuart from the east, I observed a drone flying just off the left wing. We advised approach control and then tower at SUA of the placement and altitude of the drone and gave them a description.

Synopsis

Corporate jet pilot reported a near miss with a UAS while on a vector east of SUA.

Time / Day

Date : 201703

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : DAL.Airport

State Reference : TX

Altitude.MSL.Single Value : 2000

Environment

Weather Elements / Visibility.Visibility : 12

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : D10

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class B : DAL

Aircraft : 2

Reference : Y

Make Model Name : Beechcraft King Air Undifferentiated or Other Model

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class B : DAL

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 : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 11000

Experience.Flight Crew.Last 90 Days : 80

Experience.Flight Crew.Type : 6000

ASRS Report Number.Accession Number : 1436974

Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

We were proceeding south on a Class B clearance toward overflight of Love Field, which was in sight. We were in contact with Love Approach (not Tower or DFW Approach) and following the visual track assigned by the Controller. We were advised of traffic above us, which we did not spot. A King Air 200 or larger came into view from our upper left descending through and below our altitude and crossing from upper left to lower right. Estimated miss of 300 feet. They were in a left bank heading for a landing on one of Love Field's Runways 13. We could clearly make out the tires, landing gear doors and some details inside the main gear wheel wells. The King Air must have been on a different frequency and Controller. I wondered why the King Air did not get a Resolution Advisory (RA) when I spoke with the Controller, but he didn't seem to notice. Since there was clear relative motion and they were faster than us and in front of us, no evasive action was needed.

Synopsis

C172 instructor pilot reported a NMAC with a King Air in the vicinity of DAL airport.

Time / Day

Date : 201703
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Altitude.MSL.Single Value : 3500

Environment

Weather Elements / Visibility.Visibility : 10

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : JAX
Aircraft Operator : Personal
Make Model Name : Amateur/Home Built/Experimental
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : JAX

Aircraft : 2

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 500
ASRS Report Number.Accession Number : 1436930
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Approaching LAL from the north, VFR with flight following. Cruising at about 120 knots, overtaken by a single-engine jet 200 feet above with approximately the same heading. Observed traffic on GPS unit as it descended to the same altitude and closed distance, but could not obtain visual. Received collision alert on GPS unit. Attempted to deviate left of course to allow overtaking jet to pass on the right. Received second alert as jet appeared to be at the same position. Observed jet as it passed on the left a few hundred feet away at the same altitude.

Synopsis

GA pilot reported a NMAC with an overtaking single-engine jet aircraft in the vicinity of LAL airport.

Time / Day

Date : 201703

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : N90.TRACON

State Reference : NY

Altitude.MSL.Single Value : 5000

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : N90

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Vectors

Airspace.Class B : NYC

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : N90

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

Operating Under FAR Part : Part 91

Airspace.Class B : NYC

Person

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 : 1436194

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew
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

VFR conditions prevailed during arrival into EWR. [We were] taken off of the FMO RNAV arrival and given vectors for spacing and sequencing to the west of EWR for a landing on Runway 4R. Flying at 5000 ft, autopilot on and approx. 190 kts assigned, we were turned from a downwind to base heading. Approx 15-20 nm southwest of the airport we were given a traffic warning message from ATC "Traffic 1 o'clock, 5500 ft and closing, may be descending". The Capt and I spotted a single engine low wing aircraft (Cherokee) approximately 300-500 feet above and trying to turn away from us. Almost no time was available to take action, no deviations or changes in automation occurred. ATC stated that aircraft had inadvertently flown into the Class B airspace. We never received a traffic proximity warning as the TCAS was [on] MEL. During pre-departure briefing and during all flight phases we discussed the TCAS outage and ensured we were actively looking for traffic during all phases of flight. No further actions or occurrences were encountered.

Synopsis

EMB-145 First Officer reported a NMAC with a light aircraft on arrival into EWR.

Time / Day

Date : 201703

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PVU.Airport

State Reference : UT

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : PVU

Aircraft Operator : FBO

Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Airspace.Class D : PVU

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : PVU

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

Flight Phase : Final Approach

Airspace.Class D : PVU

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1350
Experience.Flight Crew.Last 90 Days : 18
Experience.Flight Crew.Type : 62
ASRS Report Number.Accession Number : 1435702
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Workload
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Returned To Clearance
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

We were doing a practice single engine approach and were instructed to circle west of Runway 36 and that tower would call our base. Later our instructions were changed to "Follow the single engine aircraft, right downwind abeam the numbers, report traffic in sight." The student I was working with was struggling with his single engine aircraft control and while we were working together to fix that we believed that we saw the traffic turn final and we turned to follow the traffic, forgetting to inform tower that we had the traffic in sight. There were 6-8 aircraft that the tower was working with in the air, as well as a single controller working both air and ground frequencies. Nobody realized what had happened until the other aircraft we were supposed to be following reported that we had turned onto final approximately 400 feet below him at the same time he turned on final. At this point with tower's help we sped up and the other aircraft slowed down and we were able to resolve the event.

Synopsis

GA flight instructor pilot reported a NMAC after misidentifying the aircraft to follow and turning final prematurely.

Time / Day

Date : 201703

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : FIT.Airport

State Reference : MA

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 7500

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : FIT

Aircraft Operator : Personal

Make Model Name : PA-20 Pacer/PA-22 Tri-Pacer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Climb

Route In Use : None

Airspace.Class E : FIT

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Approach

Route In Use : None

Airspace.Class E : FIT

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1453

Experience.Flight Crew.Last 90 Days : 16
Experience.Flight Crew.Type : 328
ASRS Report Number.Accession Number : 1434230
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 50
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

In climbout phase following a touch and go on the active runway 32 about to start turn for left crosswind, a Cessna 152 crossed my flight path entering crosswind leg from opposite pattern side without a radio call stating intentions. [He was] in level attitude 200 feet away and 50 vertical feet above. [I] observed the aircraft continue its track without evasive action or acknowledging the near miss.

Synopsis

PA-22 pilot reported a NMAC with a C152 in the pattern at FIT airport.

Time / Day

Date : 201703

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : IWA.Airport

State Reference : AZ

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : P50

Aircraft Operator : Personal

Make Model Name : PA-44 Seminole/Turbo Seminole

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Nav In Use.Localizer/Glideslope/ILS : Runway 30C

Flight Phase : Initial Approach

Route In Use : Vectors

Airspace.Class E : P50

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Cruise

Airspace.Class E : P50

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 3900

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 35

ASRS Report Number.Accession Number : 1433307

Events

Anomaly.Conflict : NMAC
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was on a checkride with Mr. X and had just received my transponder squawk for a practice approach for the ILS 30C into IWA. PHX approach control called out traffic as 11 o'clock and 4 miles, then 11 o'clock and 2 miles. Both times we replied with looking for the traffic. Then we received a call to turn 270, maintain 4000 until established on the ILS. As I turned to the assigned heading, I noticed an aircraft in my left peripheral vision and called the traffic to Mr. X. He saw the traffic, but at that point, there was no action taken as the aircraft passed as close as 100 feet, from left to right and then was out of our view. We called Tower and informed them of the near-miss.

Synopsis

PA44 pilot reported a NMAC while on approach to IWA.

Time / Day

Date : 201703
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ORF.TRACON
State Reference : VA
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 40
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ORF
Aircraft Operator : Personal
Make Model Name : M-20 J (201) / Allegro
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Cruise
Route In Use.Airway : V1
Airspace.Class E : ORF

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Airspace.Class E : ORF

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1600
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 1400
ASRS Report Number.Accession Number : 1433217
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 200
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Traveling south on V1 [near the CCV VOR]. Aircraft passed underneath northbound on V1. Aircraft was not talking to ATC. ADS-B did not show the traffic. Norfolk Approach did not mention the traffic. They did mention other traffic just prior also north bound on V1.

Appeared to be composite airframe. Not sure of the type or brand. It was single engine. Could not tell if it had fixed gear or retractable because I was looking down on it.

Synopsis

M20J pilot reported a NMAC with a single engine aircraft in the vicinity of CCV VOR at 6,000 feet.

Time / Day

Date : 201703

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : F11.TRACON

State Reference : FL

Altitude.MSL.Single Value : 4500

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : F11

Make Model Name : Citation V/Ultra/Encore (C560)

Flight Plan : IFR

Flight Phase : Climb

Airspace.Class B : MCO

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Route In Use : None

Airspace.Class B : MCO

Person

Reference : 1

Location Of Person.Facility : F11.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Departure

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 3

ASRS Report Number.Accession Number : 1432651

Human Factors : Human-Machine Interface

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft

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

Primary Problem : Aircraft

Narrative: 1

Aircraft X was handed off to me and switched heading 300 level at 4000. On initial contact with me, I climbed to 16000 with an expedite thru 13000 for traffic. Pilot came back shortly thereafter and stated that he almost hit an aircraft when he was climbing thru

4500. I did not observe any primary or secondary targets in his proximity and I confirmed that my filter settings were 4000 to 18000 on both associated and unassociated tracks. I reviewed the Falcon replay with my supervisor and no target primary or secondary was observed when Aircraft X was climbing through 4500.

To provide another measure of protection for this aircraft, I suggest that turbojet aircraft departing ISM are vectored to stay within the closest Class Bravo shelf so we can climb them up into the Class Bravo in an expeditious manner. For example, this scenario placed the aircraft under the 6000 to 10000 Class Bravo shelf before departure west climbed. Had we kept the turbojet within close proximity to ISM, the aircraft would have been in the 4000 to 10000 Class Bravo shelf prior to his climb.

Synopsis

F11 TRACON Controller reported that a pilot reported almost hitting another aircraft on climbout. Controller never observed other target on radar.

Time / Day

Date : 201703

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SJC.Airport

State Reference : CA

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : NCT

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Initial Approach

Route In Use.Other

Airspace.Class E : NCT

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Flight Phase : Cruise

Airspace.Class E : NCT

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)

Experience.Flight Crew.Last 90 Days : 154

ASRS Report Number.Accession Number : 1431903

Human Factors : Confusion

Human Factors : Distraction

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 : 1431922
Human Factors : Confusion
Human Factors : Distraction

Events

Anomaly.Conflict : NMAC
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

On approach to SJC the Captain pointed out a drone that was in very close proximity to the aircraft. As I glanced out the right window I could see the drone maneuvering as the sun reflected off of its surface in rapid motion.

This is a systemic problem in the National Airspace System with potentially tragic results should an individual, or group, choose to use a drone as a weapon against an aircraft. I can only speculate but it would not seem to take too much effort by a motivated party to intentionally impact an aircraft during the landing or takeoff phase of a flight. Based on my limited knowledge of the guidance of said drones, I can only speculate as what sort of technology could thwart this threat outside of some type of frequency band jamming.

Narrative: 2

We were talking with NorCal approaching the KLIDE intersection. The aircraft in front of was on approach and had reported that he had a near miss with a drone. We were on the final approach for Runway 30L when I looked to the right side of the aircraft and saw the drone about 30 to 50 yards. I reported it to the Tower after we landed we had him call NorCal so that he would know that the drone was still in that area.

Synopsis

B737 flight crew reported sighting a drone in close proximity to their aircraft while on approach to SJC near KLIDE.

Time / Day

Date : 201703

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Takeoff

Route In Use : Direct

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 443

Experience.Flight Crew.Last 90 Days : 14

Experience.Flight Crew.Type : 180

ASRS Report Number.Accession Number : 1431848

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 : 200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I landed [after] following other aircraft in the pattern to runway 01. I observed one aircraft in the pattern for 19 while having lunch and observed this aircraft taxi to parking. I observed another airplane taxi in the direction of the departure end of 19. I made a poor decision to depart as planned on 01. While completing my run up checks I heard a pilot report he was taking runway 19 for departure [6,000 foot runway]. After observing this aircraft depart I called "Cessna XXXX taking runway 01 for a straight out departure". There was no reply. Upon entering the runway and beginning takeoff roll I observed another aircraft taking off on 19 towards me. I continued to accelerate, lifted off and immediately maneuvered to my right off the east side of 01. The other pilot executed a similar maneuver to his right, we passed approximately 100 ft AGL separated by little more than the runway width.

Someone (I believe an FBO employee on the ground) said on the radio "That was close gentlemen" I replied that I had made departure call and had observed the only other aircraft that had announced its presence depart prior to entering the runway. Some minutes later a pilot asked for a radio check, he was loud and clear. I asked if he was the second pilot involved which he confirmed and stated he had a radio issue and was not transmitting although he indicated he had received our transmissions. I did not inquire where he was when or if he heard my departure call.

I feel both pilots share equal responsibility for this close call. I should have changed my departure plan and followed the flow of traffic. The other pilot should have ensured he was transmitting and responded differently if he did in fact hear my departure call.

Synopsis

C172 pilot reported a NMAC during takeoff with an aircraft taking off in the opposite direction. Evasive action was taken by both pilots after lift off.

Time / Day

Date : 201703

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : GOK.Airport

State Reference : OK

Relative Position.Angle.Radial : 225

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 15

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : OKC

Aircraft Operator : FBO

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : OKC

Aircraft : 2

Reference : Y

Aircraft Operator : Military

Make Model Name : Military

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Phase : Cruise

Airspace.Class E : OKC

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 335
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 1431827
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 20
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

In cruise receiving flight following from OKC Approach. Approach issued traffic advisory, 8 O'clock, same altitude, remarked traffic was a "fast mover", type unknown and he was not talking to traffic. Student immediately spotted traffic behind our left wing. As the CFI I took command of the aircraft and initiated a climb to evade traffic, and reported a climb to ATC. The military aircraft went behind us about 400 ft away, at nearly the same altitude and filled up both rear windows of our aircraft. The military aircraft did not appear to take evasive action. I reported to approach that the aircraft went behind us, and ATC asked what type of aircraft it was. After the evasive maneuver, we were at 5,900 ft on the altimeter and descended back to our VFR cruising altitude of 5,500 ft, and resumed flight back to ZZZ.

Synopsis

C152 instructor pilot reported a NMAC with a military aircraft in the vicinity of GOK airport.

Time / Day

Date : 201703

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PAO.Airport

State Reference : CA

Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : PAO

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class D : PAO

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : PAO

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class D : PAO

Person

Reference : 1

Location Of Person.Facility : PAO.Tower

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 3

ASRS Report Number.Accession Number : 1430971

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Confusion

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

At the time of the incident I was working Ground Control with CIC combined. Aircraft X and Aircraft Y were both flying the traffic pattern during heavy traffic. Aircraft Y was sequenced to follow Aircraft X while upwind. Aircraft Y reported the traffic in sight and was instructed to follow. Due to two other aircraft with similar sounding call signs the local controller started questioning his sequence. Aircraft Y was on downwind in trail of Aircraft X and asked his sequence. The local control replied he would call his base and the aircraft responded, but without a call sign.

Due to heavy traffic at the time we had downwind extensions to about a 4 mile final to Runway 31. Aircraft X was on a wider downwind than Aircraft Y and turned base. While scanning the radar I was concerned about targets merging at the same altitude of 800 feet and asked the local control to issue a traffic advisory which he did (but did not include traffic alert). After that call Aircraft X reported someone flew right over their head. They did not report a proximity, declare a Near Mid-Air Collision, or state that they had to take evasive action at that time. Aircraft Y questioned his sequencing again, but made no mention of a NMAC to the tower. At that time I did not start filing a report based on the lack of "Near Mid Air Collision" being stated on frequency and that Aircraft X taxied back to the runway for more pattern work without further complaint on frequency.

I would note that traffic was heavy with about 8 aircraft in sequence to the runway, another 3 or 4 waiting to depart and the situation was complicated by similar sounding call signs taking each other calls and several aircraft were not answering calls in a timely manner. After Aircraft Y landed, they voluntarily called the tower to ask what happened and what their part to avoid such situations in the future. At this time I knew Aircraft Y had been in close proximity to one of the other aircraft in the pattern and was late in getting sequencing instructions as a result, but there was no mention of their proximity to Aircraft X made during this discussion. I recommended that he fly the plane in the best way to keep him safe first, then tell ATC what actions he has taken and ask for a new

sequence. Not believing a NMAC had occurred, I did not take down any information.

Approximately an hour after the event, the instructor aboard Aircraft X drove to the Tower and reported at the gate that they needed to talk to airport management because they were almost killed out there. At that time, the staffing was only two Controllers with no management and we were both on position working. She asked for me by name. I had previously given her a tower tour and I guess she remembered me. Traffic was light, so I gave my positions to the other Controller and went downstairs to talk with the instructor. I informed her that I was not management, but could take down the information, file a report and it would be passed up the chain of command from there. At that point she told me she was flying Aircraft X and while turning base to final she had an aircraft fly about 50 feet over her head and that she took evasive action descending to avoid a collision. I spoke with her for a while telling that safety is our main concern, I am required to file paperwork based on her story and that this will go out. I also told her that if something that like ever happens, it helps ATC to hear that you want to file a "Near Mid-Air Collision" as soon as possible to start the paperwork. It was also discovered that the instructor had tried using her student's cell phone to call the tower, but the student's phone was not in the local area code and therefore did not connect her to the tower. At this point in time I started contacting my Supervisor on his cell phone, who was also designated acting Air Traffic Manager and informed him of what happened. I then did a quick Falcon 3 Radar review of what happened and started to inform the ROC (Regional Operation Center), who also called QC (Quality Control), to advise them I was starting to fill out a report for a NMAC that occurred earlier.

I was working Ground Control and CIC (Controller in Charge) at the time of the incident. While I was doing my best to try and assist Local Control, I should have called up the Controller or Supervisor to open up Cab Coordinator. Our current SOP (Standard Operating Procedure) is being updated currently and might be worth adding guidelines for when to staff the Tower Coordinator (a position that could greatly assist local control) up. I realize this might result in times of it being staffed at times when it is not needed, but it could also take away from a CIC's trying to figure out if they need it opened or not. I am sure a balance could be struck.

Synopsis

PAO Tower Controller was notified by a pilot of a NMAC they encountered in the pattern.

Time / Day

Date : 201703

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.AGL.Single Value : 500

Environment

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

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : MD Helicopter 500/C/D/E/L
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Takeoff
Airspace.Class B : 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 : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1240
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 8
ASRS Report Number.Accession Number : 1430635

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 300
When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

It was my first day on the job my first tour of the day. I landed to get a clearance for an east bound transition via the departure. Upon receiving the clearance I departed without contacting the tower. I don't know why I did this other than the excitement and pressure of a new job flying a new tour in a fairly new helicopter. I felt pretty stupid when I realized what I had done.

While departing I saw a helicopter approaching to land. It was then that I realized that I had not and wasn't talking to tower. I had visual separation of around 300 feet and horizontal separation of about 100 feet from the other aircraft.

Realizing that I had messed up I called tower to let them know I was on with them and they had me copy their number and instructed me to call when I landed. When I landed I did in fact give the tower a call.

In hind sight, I was rushing a little in order to make the tour happen in the time allotted. Which was a pressure I was putting on myself. I was also very excited and nervous about my first turbine job and first day jitters were a factor.

I should have, and always have in the past, contacted tower and received the proper clearance prior to any departure or movement.

Synopsis

MD500 pilot reported a NMAC after taking off without contacting the control Tower.

Time / Day

Date : 201703

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : AUS.Airport

State Reference : TX

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : AUS

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

Nav In Use : GPS

Flight Phase : Initial Approach

Route In Use.STAR : WLEEE3

Airspace.Class E : AUS

Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : AUS

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 : 172

Experience.Flight Crew.Type : 8500

ASRS Report Number.Accession Number : 1429796

Human Factors : Situational Awareness

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

During descent into the Austin Airport on a sunny morning, ATC cleared us to "Descend via the WLEEE 3 RNAV Arrival, landing north." The First Officer was flying and I was the pilot monitoring. The FO flew the aircraft with the autopilot engaged and in LNAV and VNAV with the autothrottle engaged and 4000 ft selected in the MCP altitude window (per the descend via clearance).

Upon passing approximately 6000 ft, the Austin Approach Controller cleared us to maintain 5000 ft. The FO reset the altitude in the MCP Altitude Window to 5000 ft. Then selected Level Change and set the speed in the MCP speed window to 210 knots. Just before leveling off at 5000 ft, the FO shouted "WHOA!" As I looked out the window I could see what appeared to be a small aircraft flying on an easterly heading at approximately 5200 ft moving from our 11:30 position to our 5 o'clock position. The small aircraft appeared to be so close I could see the rivets on its fuselage and the aircraft completely filled the FO's number one cockpit window from my perspective. It went by our right side and slightly above. It appeared to have maroon trim on white paint.

No TCAS alerts were issued, nor were any "primary targets" depicted on the Navigation Display representing the small aircraft. No evasive flight control maneuvering was made since the FO spotted the aircraft earlier than I did and was quickly able to determine that it would pass by at a higher altitude than we were. I reported the aircraft to ATC and sternly explained just how close that aircraft came to us. The Controller seemed concerned and explained that he saw a primary target only, and stated that was why he leveled us off at 5000 ft. Neither the FO nor I recall being told the reason for the 5000 ft level off or being given any Traffic Advisory. Before being handed off to Tower frequency, the AUS Approach Controller stated he would be making a note of the traffic event. We continued the approach to a normal landing without further incident.

Upon completion of the Parking Checklist, the FO and I assessed events and I contacted Dispatch. I advised our Dispatcher of what had happened and he felt it was important enough to bring his Supervisor into the conversation. I explained the event to the Supervisor and he stated he would be forwarding the information of the event to the ATC desk of Dispatch. He then stated we should also speak with the Chief Pilot and attempted

to connect us. However, after a few minutes of waiting, he stated the Chief Pilot was handling another issue and relayed on his behalf. He asked if we both felt OK to continue flying. The FO and I talked it over, and we both felt mentally fit to continue the day as scheduled.

My review of the airspace approximately three miles east of the BOWTZ intersection at 5000 ft (the area where the incident occurred) is depicted as Class E Airspace. In the future I will spend more time looking out the window for traffic instead of fixating on the aircraft automation and watching the descent profile. Additionally, I believe all aircraft in Class E Airspace should be required to have a transponder with Mode C capability in working order at all times. This requirement should be mandated by the FAA ASAP.

Synopsis

Air carrier Captain reported a NMAC with a small aircraft while on descent to AUS on the WLEEE3 Arrival in Class E airspace.

Time / Day

Date : 201702

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : EQY.Airport

State Reference : NC

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : EQY

Aircraft Operator : Personal

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : EQY

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : EQY

Aircraft Operator : Personal

Make Model Name : Bonanza 33

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Climb

Airspace.Class G : EQY

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 735

Experience.Flight Crew.Last 90 Days : 158

Experience.Flight Crew.Type : 81

ASRS Report Number.Accession Number : 1427441

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

Assessments

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

Narrative: 1

Approaching Runway 23 at Monroe after making appropriate radio calls and flying a full published pattern I turned left base in a stabilized descent when I heard a Bonanza announce a runway 23 departure. I had previously visually cleared the runway and did not see an airplane near the approach end of runway 23. I asked the Bonanza pilot to verify their position over the radio and received no response. I was still unable to visually verify the position of the Bonanza as I was turning final. Once established on final I recognized the landing light of the Bonanza at or near our altitude. I performed an immediate go-around and side-stepped the runway to the right onto a left upwind for Runway 23. I then flew a normal published pattern and returned to land runway 23.

Synopsis

C150 pilot reported a NMAC with another light aircraft in the pattern at EQY airport.