

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	February 28, 2018
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

Ames Research Center
Moffett Field, CA 94035-1000



TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

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

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

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

Linda J. Connell

Linda J. Connell, Director
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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: 1509624 *(1 of 50)*

Synopsis

A CL60 flight crew reported a NMAC situation with a flight of 4 F16's. Pilot reported ATC's lack of advisories to them, and failure to provide separation. ATC reported following local SOP, and in compliance with FAA orders and directives.

ACN: 1509474 *(2 of 50)*

Synopsis

A320 First Officer reported an NMAC on arrival into EWR with a light aircraft that was not in contact with ATC.

ACN: 1508856 *(3 of 50)*

Synopsis

A light sport pilot reported an NMAC in the pattern at AVQ airport.

ACN: 1508755 *(4 of 50)*

Synopsis

B737 Captain reported an NMAC with a single engine aircraft shortly after departing MIA.

ACN: 1506681 *(5 of 50)*

Synopsis

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

ACN: 1506623 *(6 of 50)*

Synopsis

Experimental aircraft pilot reported a near-mid-air-collision with a C150 on final approach to a non-towered airport.

ACN: 1505348 *(7 of 50)*

Synopsis

GA pilot reported a NMAC with turning traffic climbing from the parallel runway at Ryan Airfield.

ACN: 1505053 *(8 of 50)*

Synopsis

Super Decathlon pilot reported inadvertently climbing into Class C airspace while avoiding what was probably a UAV in the vicinity of OMN airport.

ACN: 1505037 *(9 of 50)*

Synopsis

BE-33 pilot reported an NMAC with an ultralight aircraft on final approach to HOZ airport.

ACN: 1503538 *(10 of 50)*

Synopsis

DA-20 pilot reported an NMAC at a non-towered airport with a non reporting aircraft.

ACN: 1503509 *(11 of 50)*

Synopsis

Helicopter pilot reported a near mid air collision that required an evasive maneuver to avoid collision.

ACN: 1503286 *(12 of 50)*

Synopsis

ATC Tower Supervisor and Local Controller reported a near-mid-air-collision.

ACN: 1503278 *(13 of 50)*

Synopsis

Luscombe 8 pilot reported entering the crosswind at an uncontrolled airport while another aircraft entered the pattern unannounced for the crossing runway.

ACN: 1502952 *(14 of 50)*

Synopsis

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

ACN: 1502266 *(15 of 50)*

Synopsis

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

ACN: 1502261 *(16 of 50)*

Synopsis

C172 instructor pilot reported an altitude deviation and NMAC after the student pilot inadvertently climbed above the assigned altitude.

ACN: 1501248 *(17 of 50)*

Synopsis

A B737 Captain reported a near miss with a drone.

ACN: 1501117 *(18 of 50)*

Synopsis

C172 flight instructor reported a NMAC with a UAV at 6500 in the vicinity of LAS airport.

ACN: 1501114 *(19 of 50)*

Synopsis

C172 flight instructor reported an NMAC after departing AAO.

ACN: 1501091 *(20 of 50)*

Synopsis

C172 reported taking evasive action to avoid a midair collision departing 39N airport.

ACN: 1501085 *(21 of 50)*

Synopsis

General aviation pilot reported an NMAC while flying in the pattern at GIF.

ACN: 1500686 *(22 of 50)*

Synopsis

CE-680A Captain reported a NMAC with a UAV on approach to MKE Runway 25L.

ACN: 1500518 *(23 of 50)*

Synopsis

PA28 pilot reported a NMAC with a UAV on approach to I19.

ACN: 1500289 *(24 of 50)*

Synopsis

BE35 pilot reported a NMAC with a UAV at 7500 ft in the vicinity of TRL airport.

ACN: 1499737 *(25 of 50)*

Synopsis

PA28R pilot reported a NMAC in the pattern at LHM airport.

ACN: 1499604 *(26 of 50)*

Synopsis

A Small Transport Captain reported a NMAC with a UAV operating in Boston Class B airspace without ATC knowledge. Pilot reported incident to A90 Departure, and Massachusetts State police.

ACN: 1499027 *(27 of 50)*

Synopsis

An Approach Controller and air carrier flight crew reported a near mid air collision due to poor ATC coordination on a departure from a satellite airport.

ACN: 1498594 *(28 of 50)*

Synopsis

GA flight instructor reported a near mid-air collision during a training flight near MKY.

ACN: 1498437 *(29 of 50)*

Synopsis

CRJ-900 Captain reported a NMAC with a UAV on approach to CLT.

ACN: 1498021 *(30 of 50)*

Synopsis

K90 TRACON Controller reported an unidentified VFR aircraft was a NMAC with a VFR aircraft the Controller was working.

ACN: 1497968 *(31 of 50)*

Synopsis

SR20 pilot reported an NMAC with a Beechcraft Baron in the vicinity of 4R5.

ACN: 1497877 *(32 of 50)*

Synopsis

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

ACN: 1496444 *(33 of 50)*

Synopsis

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

ACN: 1496202 *(34 of 50)*

Synopsis

A Bonanza pilot and a Piper PA28 flight instructor reported that misunderstanding of ATC instructions caused a NMAC.

ACN: 1495942 *(35 of 50)*

Synopsis

A B737 Captain reported a "CLIMB" RA despite the traffic above.

ACN: 1495076 *(36 of 50)*

Synopsis

UAS Operator reported a NMAC with an unidentified small aircraft in VMC at low altitude over coastal bluffs.

ACN: 1494804 *(37 of 50)*

Synopsis

C152 student pilot and instructor reported the student executed a go-around when Tower Controller noticed loss of separation between the student's aircraft and another on short final.

ACN: 1494794 *(38 of 50)*

Synopsis

C172 Instructor Pilot reported a NMAC in the pattern at YIP airport.

ACN: 1494165 *(39 of 50)*

Synopsis

GA pilot reported a NMAC while on approach to DeWitt Spain airport. No traffic information was provided by ATC.

ACN: 1492741 *(40 of 50)*

Synopsis

MIA Departure Controller and flight crew reported a NMAC with a VFR aircraft operating in the departure corridor.

ACN: 1492716 *(41 of 50)*

Synopsis

GA flight instructor reported a NMAC on final approach to APA when another aircraft turned base prematurely.

ACN: 1492713 *(42 of 50)*

Synopsis

Tow plane pilot reported a near mid air collision with an aircraft while climbing with glider in-tow.

ACN: 1492712 *(43 of 50)*

Synopsis

Hang glider pilot reported a near-mid-air-collision with a general aviation aircraft.

ACN: 1492509 *(44 of 50)*

Synopsis

CL300 Captain on approach to SMO reported a NMAC with two UAVs.

ACN: 1492367 *(45 of 50)*

Synopsis

Cessna 750 Captain reported an NMAC during approach with unreported powered parachute operating in close proximity of airport.

ACN: 1492269 *(46 of 50)*

Synopsis

GA flight instructor reported a near-mid-air-collision after receiving a clearance to land.

ACN: 1492257 *(47 of 50)*

Synopsis

GA flight instructor reported a near-mid-air-collision in the pattern when another pilot did not follow tower instructions.

ACN: 1491827 *(48 of 50)*

Synopsis

Air Carrier Crew reported a NMAC on approach to SFO runway 28L with an airliner on visual approach to runway 28R.

ACN: 1491741 *(49 of 50)*

Synopsis

A TRACON Controller reported his vectors for traffic were too late and insufficient to avoid a NMAC between their aircraft and an unidentified VFR track.

ACN: 1491216 *(50 of 50)*

Synopsis

PA28 pilot reported that while on final a Cessna 172 turned base to final below him.

Report Narratives

Time / Day

Date : 201801
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TUS.Airport
State Reference : AZ
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling.Single Value : 20000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : TUS
Aircraft Operator : Corporate
Make Model Name : Challenger CL601
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb
Route In Use : Vectors
Airspace.Class C : TUS

Aircraft : 2

ATC / Advisory.Tower : TUS
Aircraft Operator : Military
Make Model Name : Fighting Falcon F16
Operating Under FAR Part : Part 91
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class C : TUS

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 21800
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 4530
ASRS Report Number.Accession Number : 1509624
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 14250
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 925
ASRS Report Number.Accession Number : 1509625
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Person : 3

Reference : 3
Location Of Person.Facility : TUS.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1510833
Human Factors : Workload
Human Factors : Communication Breakdown
Human Factors : Training / Qualification
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 : 25
Miss Distance.Vertical : 75
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

A near miss occurred when an F16 flew right over the top of our aircraft and then turned left into a down wind. The F16 approached our aircraft from the rear as we were on our initial climb out of TUS, I estimate that our aircraft was about 3,500 to 3,800 feet MSL (climbing about 1,800 feet per minute and speed at 185 knots) when the F16 pass right over top of our aircraft with no TCAS alerts (TA) or no advisement of the traffic by the tower. We, the crew, knew that there were Military aircraft in the area as we listen to the tower give the military information about other traffic in area, shortly after we were given takeoff clearance with no mention of traffic for our departure. The only communication with and from the tower was us advising the tower of a near miss, after arriving at destination we called the tower at TUS to talk with tower chief still waiting a call back.

Narrative: 2

[Report narrative contains no additional information.]

Narrative: 3

I was training another trainee during the daily F16 recovery. I was watching my trainee work when he did a nice job of realizing that his flight of four F16s were going to conflict with the challenger departures upwind no matter where he broke the F16s in the pattern. So he used a procedure at TUS that was specifically designed to deconflict with departures. He told the flight to offset left and issued traffic on the challenger. I watched the entire flight offset left and I watched the forth F16 well left and abeam the challenger and then he broke left. The challenger pilot then keyed up and said the F16 was really close. I told him that he was separated, and I apologized for not giving him a heads up there would be traffic of his left that could startle him. He then complained to departure control, called the tower multiple times and after a thorough explanation from the manager, who was on the desk that afternoon, the pilot still wanted to file an NMAC.

During [a review] the question was asked what separation was used between the two aircraft. The manager told them "tower applied visual." Well, though yes I did watch all four F16s offset to the north and the climbing challenger well off to their right, I did not even need tower applied visual. It was a VFR vs IFR Class C separation. The targets did not merge, therefore, I did not need 500 ft vertical, or visual separation. The F16s were on an approved and separated offset.

Personally, would I have given traffic to the challenger if I was working by myself. Just so he didn't get scared when the F16 was off his left. That is my technique. I try not to force technique on my trainees. I wrote it down, and I planned on discussing the positive impact of a traffic call in that scenario. The other school of thought some trainers use is adding calls that aren't necessary and to frequency congestion being that they are "procedurally separated" or "already sequenced by approach." I have heard those things 1000 times. That all being said the aircraft were no factor to each other. The pilot of the challenger received an apology on the frequency, and multiple explanations.

Synopsis

A CL60 flight crew reported a NMAC situation with a flight of 4 F16's. Pilot reported ATC's lack of advisories to them, and failure to provide separation. ATC reported following local SOP, and in compliance with FAA orders and directives.

Time / Day

Date : 201801

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.MSL.Single Value : 5500

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 E : N90

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : N90

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)

Experience.Flight Crew.Type : 1575

ASRS Report Number.Accession Number : 1509474

Human Factors : Situational Awareness

Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft RA
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While on the arrival to EWR, we were having a medical issue with a passenger. I was the pilot monitoring. Handling the coordination of paramedics/dispatch/medical personnel (onboard the aircraft) we were advised by the doctor/nurse on board that our passenger's medical situation was declining. At that time we requesting special/expedited handling. ATC NY approach did a great job prioritizing us. While the workload was high, the Captain included our pilot jump seater in assisting me as the pilot monitoring. All was safely accomplished. The medical situation was coordinated and being handled by flight attendants/medical personnel in the cabin and Dispatch had notified for paramedics to meet us upon arrival. The Captain and I were both doing our normal duties. He was flying. I was pilot monitoring. Communicating with the flight attendants and Dispatch had concluded.

While on the arrival receiving radar vectors we were at 5,500 descending. ATC notified us that we had VFR traffic that they were not in contact with 1000 below us. We saw him in the TCAS and watched him maneuver closer to us when we got a TCAS RA. I believe the Captain even saw the traffic visually. The autopilot was on at the time. I turned off the flight directors as per our procedure. The Captain clicked off the autopilot and followed the TCAS RA. It was a Climb RA, followed by a Monitor Vertical Speed, then a Clear of Conflict. We advised ATC of the TCAS RA to which they responded they watched us respond to it. We came within 400 ft of the traffic. The Captain once clear of conflict continued to hand fly the arrival and approach with autopilot and autothrottles off. We landed safely. Paramedics met the aircraft at the gate upon arrival and received medical attention.

The Captain and I along with the help of jump seaters and Dispatch as well as flight attendant and medical personnel on board handled the situation safely and although we had multiple threats we were able to navigate safely to a safe landing. All personnel handled it very professionally.

Synopsis

A320 First Officer reported an NMAC on arrival into EWR with a light aircraft that was not in contact with ATC.

Time / Day

Date : 201712

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : AVQ.Airport

State Reference : AZ

Altitude.MSL.Single Value : 2900

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AVQ

Aircraft Operator : Personal

Make Model Name : Light Sport Aircraft

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class G : AVQ

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Airspace.Class G : AVQ

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 : 155

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 85

ASRS Report Number.Accession Number : 1508856

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Horizontal : 150
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Upon takeoff from Runway 12 at AVQ, I called a north departure from the downwind. After completing the upwind and crosswind legs of the pattern, I turned onto the downwind and continued to climb. At 2900 feet MSL and while still flying parallel to the runway on the downwind, I saw motion on my right. Another aircraft was approaching perpendicular to the runway (approximate course 210) at pattern altitude on a collision course. The approaching aircraft pulled up and turned south. Seeing his turn, I pushed forward to reduce altitude. Upon completing the maneuver, I continued to my destination without incident.

Synopsis

A light sport pilot reported an NMAC in the pattern at AVQ airport.

Time / Day

Date : 201712

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : MIA

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Route In Use.SID : SKIPS2

Airspace.Class B : MIA

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1508755

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Detector.Automation : Aircraft RA

When Detected : In-flight

Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Flying the SKIPS departure off of 26L we were given a turn direct to CRABI and climb from 7000 to 16000 after the initial southbound turn and climb to 7000 feet. As I began the left turn to the east and climbed out of 7000, we got a TA followed quickly by an RA. The command was a significant descent. I was still hand flying, so I complied with the RA expeditiously. I used the turn to keep from negative G'ing our jet as I transitioned from a climb to a rapid descent. The First Officer said it looked like a TBM or similar single engine mono plane, who was also in a rapid descent. As we passed the intruder aircraft, the First Officer said "That was close". He told ATC we were complying with an RA. He thought we missed by 200-300 feet laterally and passed at close to the same altitude. After the maneuver we resumed our climb and turn to CRABI, notifying ATC. We continued to our destination. The passengers and Flight Attendants were still strapped in, so it was just a close call. No damage or injuries.

ATC steered us into the path of another aircraft. We were just NW of Tamiami airport. Probably a lot of VFR traffic on a day like this. I think in this case the question is better answered by ATC or the intruder aircraft? What I would like to know is why the other aircraft was also in a steep descent. Was he not complying with his TCAS or not given an RA? Seems unusual for TCAS to command descents to both aircraft.

Synopsis

B737 Captain reported an NMAC with a single engine aircraft shortly after departing MIA.

Time / Day

Date : 201712

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Relative Position.Angle.Radial : 020

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 25000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : LAS

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class B : LAS

Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 5200

ASRS Report Number.Accession Number : 1506681

Human Factors : Human-Machine Interface

Human Factors : Situational Awareness

Events

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

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

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

Synopsis

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

Time / Day

Date : 201712

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : GIF.Airport

State Reference : FL

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 8

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : GIF

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : None

Airspace.Class G : GIF

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : GIF

Aircraft Operator : FBO

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Final Approach

Airspace.Class G : GIF

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 : Instrument

Experience.Flight Crew.Total : 719

Experience.Flight Crew.Last 90 Days : 22
Experience.Flight Crew.Type : 247
ASRS Report Number.Accession Number : 1506623
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 : Other / Unknown
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
When Detected : In-flight
Result.Flight Crew : Landed As Precaution

Assessments

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

Narrative: 1

Three aircraft were inbound to GIF (Winter Haven, FL). The winds favored Runway 23. I was 3rd in line behind a Cessna Cardinal, and a Cessna 172. We were communicating our distance out over the CTAF, so as to keep adequate spacing from each other, and advise any aircraft in the vicinity of our location, although I do not recall hearing any position reports from anyone in the pattern, when I called at 8 nautical miles and again inside 5 nautical miles.

I had initially planned to enter the pattern either with an upwind entry to a crosswind, and downwind, but the lead airplane - the Cardinal - declared his intention over the CTAF to execute a straight in approach. The 172 and I, in turn, then declared similar intentions and continued to give our distance from each other and the airport. I believe my last report was just inside 3 nautical miles. The Cardinal indicated an intention to land long, did so, and was rolling out when the 172 declared there was insufficient space and announced a go around. This left me the next in line, and I observed the Cardinal exiting the runway.

At about that time, there was an announcement that a Cessna 150 was on the downwind. I did not have visual contact with the 150, and did not know where on the downwind leg it was located, so I proceeded with the straight in. Normally I would expect an initial announcement of being on the downwind to take place before the aircraft crossed abeam the departure end of the runway, or even farther out, so not having visual contact was not particularly surprising, as it was slightly hazy at that time of day.

At less than a mile from the threshold, I heard the 150 announce a turn from base to final. I immediately keyed the mike and requested he give his location. His response was; "About 100 feet off your left wing." I observed no aircraft at that location, and believed any sort of evasive maneuver that close to the ground without a target in sight to be unsafe and unwise. The individual in the 150 then launched into a tirade on the radio about proper pattern procedures. The pilot of the 172 who was on the go around came on and suggested we all just fly the airplane and cool down. The response from the pilot of the 150 was to; "look at my middle finger." I remained silent on the frequency, focused on the landing, which was completed without incident, and announced; "clear off 23 at

Bravo," taxied and proceeded to secure the aircraft.

As I was doing so, an individual walked up to me and announced; "You almost killed us! Didn't you see me?" I told him I had not seen him. He then continued his tirade about proper pattern procedures. I informed him again I had not seen him at any time. (I probably should have asked him if he had seen me, but did not due to the hostile attitude he was demonstrating. I always fly with my wingtip strobes, and landing light on - both Technical Service Ordered.) As he was departing I informed him that according to the A.I.M., straight in approaches to non-towered fields are acceptable practice. I have no idea if he was paying attention. Had he announced his location on the downwind, I might have been better able to spot the 150 and go into an upwind leg. I had well over an hour of reserve fuel, and was in no particular rush to land.

During a subsequent conversation with the pilot of the 172, he indicated his ADS-B system showed the 150 was engaging in rapid patterns; sometimes called "short circuits", with turns out at midfield and a climb into the downwind. Almost as if he was trying to squeeze as many landings in as short a time as possible in the rental airplane, however that may simply be speculation on my part.

Straight in approaches to non-towered fields are a part of instrument currency procedures, necessary to comply with the requirement for 6 approaches to minimums. Therefore, the proposal now being considered for a constant turn from downwind to base to final without going wings level prior to the turn to final, and the associated scan for straight in traffic, seems dangerous to me. I understand the desire to eliminate the base to final stall/spin problem which the proposed pattern modification is supposed to help. However implementing it may just result in more of the situations which happened here, even though I have no idea what kind of a pattern the 150 pilot was executing.

Synopsis

Experimental aircraft pilot reported a near-mid-air-collision with a C150 on final approach to a non-towered airport.

Time / Day

Date : 201712

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : RYN.Airport

State Reference : AZ

Altitude.AGL.Single Value : 350

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : RYN

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Climb

Airspace.Class D : RYN

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : RYN

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Initial Climb

Airspace.Class D : RYN

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

Experience.Flight Crew.Total : 327

Experience.Flight Crew.Last 90 Days : 4

Experience.Flight Crew.Type : 115

ASRS Report Number.Accession Number : 1505348

Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types
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 : Human Factors
Primary Problem : Human Factors

Narrative: 1

While doing touch and go's at Ryan airfield (RYN), I was cleared for a touch and go on Runway 6R; as I was approximately half way on final there was an experimental aircraft on 6R taking off (it may have also done a touch and go); as his speed appeared fairly slow, the tower then requested I sidestep to Runway 6L which I did; upon touching down and then proceeding upwind (at approximately 300-375 ft AGL) I came into close proximity to the experimental aircraft who had turned making a left crosswind departure from the pattern (6R is a normally right hand pattern and I do not recall if the experimental aircraft had clearance to turn left); I then diverted down and to the right to avoid what appeared would have been a collision; recovered and continued upwind.

If the tower had given the experimental aircraft clearance for a left turn, and then instructed me to change to Runway 6L, they might have, at that moment forgot (I think that is unlikely) that I was doing touch and go's (although I had been in the pattern, doing touch and go's, for approximately a half hour prior to this occurrence); they might have thought that the experimental aircraft would be moving faster than it actually did, hence they might have believed it would have cleared Runway 6L prior to my climb out, which it did not;

I believe what caused the situation was a lack of awareness by the tower as to the speed of the aircraft involved and where they were at that given point in time. I think great care must be exercised when a nonstandard movement is authorized (assuming it was) from the pattern, especially when parallel runways are involved with simultaneous takeoffs taking place.

Synopsis

GA pilot reported a NMAC with turning traffic climbing from the parallel runway at Ryan Airfield.

Time / Day

Date : 201712

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : OMN.Airport

State Reference : FL

Altitude.MSL.Single Value : 900

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : DAB

Aircraft Operator : Personal

Make Model Name : Decathlon 8KCAB

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Climb

Route In Use : Direct

Airspace.Class C : DAB

Airspace.Class E : DAB

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class E : DAB

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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 7000

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1505053
Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
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 : Human Factors
Primary Problem : Human Factors

Narrative: 1

While climbing out, I saw what appeared to be a small (less than 5 ft in size, may have been round) unlit unknown airborne object in flight path from the corner of my eye at the last second. Unfortunately, I am unable to describe the object better. While avoiding the object, my aircraft may have inadvertently climbed into Class C airspace prior to establishing 2 way radio communication.

Synopsis

Super Decathlon pilot reported inadvertently climbing into Class C airspace while avoiding what was probably a UAV in the vicinity of OMN airport.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : HQZ.Airport

State Reference : TX

Relative Position.Distance.Nautical Miles : 3

Altitude.AGL.Single Value : 400

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Bonanza 33

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : Direct

Route In Use : Visual Approach

Airspace.Class D : HQZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Ultralight

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 103

Mission : Personal

Flight Phase : Cruise

Airspace.Class D : HQZ

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

Experience.Flight Crew.Total : 1650

Experience.Flight Crew.Last 90 Days : 18
Experience.Flight Crew.Type : 800
ASRS Report Number.Accession Number : 1505037
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 30
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On 3 mile final approach to runway 36 at about 400 feet AGL. Had the RNAV GPS approach active on the KFC200 autopilot. I looked down to look at something in the cockpit and my passenger, sitting beside me, exclaimed, "what is that?!" I looked up and saw an ultralight aircraft directly in front of me about 30 feet below me and about 200 feet directly in front of me on my glide path. I immediately turned the autopilot off and abruptly turned about 15 degrees to the right to avoid a collision. The ultralight was a dark grayish color and my passenger said she could see the pilot as we went by. It was a very close call. I surmise that the ultralight pilot did not realize he/she was too close to the airport and in the final approach path. I reported it immediately to the Tower who warned the A36 that was on an approach behind me. Both the A36 pilot and the Tower subsequently said they then see it on radar and watched it on radar until it left Class D airspace and left the area. I heard the Tower say that it was now out of the area. A close call. Not sure what can be done to avoid except maybe to alert the ultralight pilots to stay out of the approaches to busy airports like Mesquite.

Synopsis

BE-33 pilot reported an NMAC with an ultralight aircraft on final approach to HOZ airport.

Time / Day

Date : 201712

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : CCO.Airport

State Reference : GA

Altitude.AGL.Single Value : 250

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CCO

Make Model Name : DA20 Undifferentiated

Crew Size.Number Of Crew : 1

Flight Plan : None

Mission : Training

Nav In Use.Localizer/Glideslope/ILS : Runway 32

Flight Phase : Final Approach

Airspace.Class E : CCO

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : CCO

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

Crew Size.Number Of Crew : 1

Mission : Training

Flight Phase : Final Approach

Airspace.Class E : CCO

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 450

Experience.Flight Crew.Last 90 Days : 250

Experience.Flight Crew.Type : 330

ASRS Report Number.Accession Number : 1503538

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 : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While we were on a 1.5 mile final on the ILS for 32 into CCO, after making plenty of radio calls stating our position, an aircraft (what looked like a Piper Arrow) turned base and was headed straight for us without making any radio calls. There were 3 other aircraft in the pattern and none of them were aware that there was a fourth plane in the pattern. I noticed the Arrow coming at us from our left side. I took control of the aircraft from the student and broke off the approach (in an evasive maneuver) to make a 360. Aircraft was within 200 feet of my aircraft. Had I not seen the aircraft, they would have turned final right into us. The plane then proceeded to turn final, land, taxi off of 32 and then back to 32 for departure without making any calls.

Synopsis

DA-20 pilot reported an NMAC at a non-towered airport with a non reporting aircraft.

Time / Day

Date : 201712
Local Time Of Day : 1801-2400

Place

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

Environment

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

Aircraft : 1

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

Aircraft : 2

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 3900
Experience.Flight Crew.Last 90 Days : 90
Experience.Flight Crew.Type : 2800

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

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 75
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

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

Synopsis

Helicopter pilot reported a near mid air collision that required an evasive maneuver to avoid collision.

Time / Day

Date : 201712

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : SEE.Tower

State Reference : CA

Altitude.MSL.Single Value : 3400

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : SEE

Aircraft Operator : Military

Make Model Name : Super King Air 350

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class D : SEE

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : SEE

Aircraft Operator : Military

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Utility

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class D : SEE

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : SEE

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class D : SEE

Person : 1

Reference : 1
Location Of Person.Facility : SEE.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Supervisor / CIC
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 4
ASRS Report Number.Accession Number : 1503286
Human Factors : Situational Awareness
Human Factors : Distraction

Person : 2

Reference : 2
Location Of Person.Facility : SEE.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 3
ASRS Report Number.Accession Number : 1503289
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

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

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

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

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

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

Narrative: 2

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

Synopsis

ATC Tower Supervisor and Local Controller reported a near-mid-air-collision.

Time / Day

Date : 201712
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Luscombe Model 8/Luscombe 50
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Initial Approach
Route In Use : None
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : FBO
Make Model Name : Single Engine Turboprop Undifferentiated
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Skydiving
Flight Phase : Final Approach
Route In Use : None
Airspace.Class G : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Experience.Flight Crew.Total : 4350
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 1503278
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 : 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
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

I was in cruise at 1000 MSL. Approximately 2.5 NW of airport, intending to enter crosswind leg for Runway XX (in use, several aircraft in pattern). Skydiving single engine appeared in windscreen, ahead, 11 o'clock, very close (100-250 ft.), in steep descent for Runway YY to land. I was listening on CTAF, but never heard his call(s).

The skydiving plane rarely uses runway in use, instead preferring nearest available. Very dangerous when multiple aircraft are using another runway. Frequently "cut off" others. Skydiving aircraft has a very steep descent angle and unpredictable path. My aircraft has hand-held radio only, reception is ok but transmission is poor. [I'd recommend] extreme vigilance. Better radio transmit/receive. Recommend the skydiving aircraft use same runway as others when more than one aircraft is in the pattern and be more vigilant/aware of others. Always enter pattern on the 45 downwind.

Synopsis

Luscombe 8 pilot reported entering the crosswind at an uncontrolled airport while another aircraft entered the pattern unannounced for the crossing runway.

Time / Day

Date : 201712

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 500

Environment

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Final Approach

Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Challenger Jet Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Nav In Use : FMS Or FMC

Flight Phase : Landing

Airspace.Class C : ZZZ

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase.Other

Airspace.Class C : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

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

Events

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

Assessments

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

Narrative: 1

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

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

Synopsis

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

Time / Day

Date : 201712
Local Time Of Day : 1201-1800

Place

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

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Corporate
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Aircraft : 2

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

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 8700
Experience.Flight Crew.Last 90 Days : 42
Experience.Flight Crew.Type : 2600
ASRS Report Number.Accession Number : 1502266
Human Factors : Communication Breakdown

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

Person : 2

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

Events

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

Assessments

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

Narrative: 1

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

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

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

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

Narrative: 2

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

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

Synopsis

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

Time / Day

Date : 201712

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Climb

Route In Use : Vectors

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 400

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 1502261

Human Factors : Situational Awareness

Human Factors : Distraction

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Altitude : Overshoot

Anomaly.Deviation - Procedural : Clearance

Detector.Automation : Air Traffic Control

Miss Distance.Vertical : 500
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Instructor and student were climbing out on SID when instructed to climb to 4000 ft. ATC advised traffic 12-1 o'clock 1000 ft above. While watching for that traffic the student accidentally climbed through the assigned altitude and came dangerously close to the other aircraft, enough for ATC to get an alert and issue a pilot deviation and phone number to call when back on the ground.

Synopsis

C172 instructor pilot reported an altitude deviation and NMAC after the student pilot inadvertently climbed above the assigned altitude.

Time / Day

Date : 201712
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Relative Position.Angle.Radial : 072
Relative Position.Distance.Nautical Miles : 33
Altitude.MSL.Single Value : 9100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Reference : Y
Aircraft Operator.Other
Make Model Name : UAV - Unpiloted Aerial Vehicle
Operating Under FAR Part.Other
Flight Phase : Cruise
Airspace.Class B : LAX

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 : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Type : 2404

ASRS Report Number.Accession Number : 1501248
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Anomaly.Inflight Event / Encounter : Object
Detector.Person : Flight Crew
When Detected : In-flight

Assessments

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

Narrative: 1

During descent on the STAR and cleared for the ILS Approach, at approximately 9300 feet, the First Officer saw a white drone pass under our right wing at approximately 9100 feet.

Synopsis

A B737 Captain reported a near miss with a drone.

Time / Day

Date : 201712

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Relative Position.Angle.Radial : 100

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : L30

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 : Initial Approach

Route In Use : Vectors

Airspace.Class B : LAS

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class B : LAS

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 : 864

Experience.Flight Crew.Last 90 Days : 181

Experience.Flight Crew.Type : 498

ASRS Report Number.Accession Number : 1501117
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

The problem was a near mid air collision with small drone at 6500 MSL that appeared to be moving southerly while my airplane was flying a magnetic heading of 200 approximately. Our lateral separation was between 150-200 feet. We were in the immediate vicinity of LAS, almost directly above the approach end of Runway 26L. The drone was yellow in color and circular, at most 3 feet in diameter, and did not appear fixed wing. It appeared to have some kind of design/camera at its center. We were receiving radar vectors from Las Vegas TRACON. I was scanning visually while my student was under the view limiting device. We made no evasive action, there was merely a second between the time I saw the drone and it's passing of our position. I queried Las Vegas Approach if there was any drone activity in the area, they responded there was not, I then proceeded to describe the situation, to which they asked questions regarding the drone's altitude and flight path, and prior to our hand off they said they had made a report. This near mid air collision was no fault of Las Vegas Approach or my own, rather the drone operator who violated the airspace.

Synopsis

C172 flight instructor reported a NMAC with a UAV at 6500 in the vicinity of LAS airport.

Time / Day

Date : 201712

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : AAO.Airport

State Reference : KS

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 6

Weather Elements / Visibility.Other

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AAO

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Airspace.Class E : AAO

Aircraft : 2

Aircraft Operator : Personal

Make Model Name : Zenith Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Final Approach

Route In Use.Other

Airspace.Class E : AAO

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3000

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 900

ASRS Report Number.Accession Number : 1501114
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
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

[I] checked both communication radios with the airport base station using the Unicom/CTAF frequency. The AAO ASOS reported winds to be 4 to 6 kts from 10 degrees magnetic, indicating that runway 36 should be used. The wind socks also indicated that runway 36 should be used.

The student pilot taxied to the runway 36 run up pad and completed a pre-takeoff check. Prior to takeoff, the pilots on board visually looked for traffic and listened on the CTAF frequency. No other traffic was observed or heard. On CTAF the student pilot announced that he was taking off on runway 36, taxied onto the runway and took off. Nearing the north end of the 6000 ft runway, climbing through 400 or 500 ft AGL, [we] both observed a yellow-colored target at [our] altitude on the onboard ADS-B Flight Information System (FIS). Seconds later the conflicting aircraft, believed to be a CH2T aircraft, was observed passing below [us] and then arcing to a SSE track. No communications were ever heard from the conflicting aircraft.

Note: the FIS indicates conflicts, but does not recommend a course of action.

[I] believe that the CH2T was practicing Runway 18 ILS approaches to AAO. Aircraft practicing instrument approaches into AAO normally make several announcements on the CTAF frequency - particularly when the approach is opposite the active runway direction.

Synopsis

C172 flight instructor reported an NMAC after departing AAO.

Time / Day

Date : 201712
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : 39N.Airport
State Reference : NJ
Relative Position.Angle.Radial : 150
Relative Position.Distance.Nautical Miles : 3
Altitude.MSL.Single Value : 2800

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZNY
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : ZNY

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : M-20 S Eagle
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Climb
Airspace.Class E : ZNY

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 : 1350
Experience.Flight Crew.Last 90 Days : 12
Experience.Flight Crew.Type : 700

ASRS Report Number.Accession Number : 1501091
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was cruising eastbound, just south of 39N, at 2,800 ft. I watched on ADS as [a Mooney] departed Runway 28 at 39N and entered a climbing left turn. The aircraft was behind me, and much faster than my C172. The plane leveled at 2,800 ft, headed directly toward me and a mile behind me. At that moment, NY Center said "traffic six o'clock, same direction and altitude, fast-moving." I performed a chandelle to get out of the way of the other aircraft, which never changed course, altitude or speed. I have ADS-B OUT and IN, and it has been verified. Since the other aircraft obviously had ADS-B OUT, I assume it had the IN function as well. There was no way I would have avoided a collision, even with ATC warning, if I did not see for myself how immediate the threat was. I can easily believe that a plane overtaking a 172 from behind would have very little cross-section to see visually, but how did they not glance at their own ADS-B? I'm really puzzled. If we buy these things and don't use them, what's the purpose of having them?

Synopsis

C172 reported taking evasive action to avoid a midair collision departing 39N airport.

Time / Day

Date : 201712
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : GIF.Airport
State Reference : FL
Relative Position.Angle.Radial : 320
Altitude.AGL.Single Value : 1000

Environment

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

Aircraft : 1

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

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : Lake Aircraft Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Airspace.Class G : GIF

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 : 1576
Experience.Flight Crew.Last 90 Days : 17
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 1501085

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

Narrative: 1

I had called 10, 5, and 3 miles out to the west from GIF and announced I would enter a 45-to-left-downwind for Rwy 5. I announced 45-to-left-downwind, then announced I was turning to left downwind. While making my right turn to downwind I passed approx. 200 ft directly in front of a left-turning Lake. I steepened my turn and evaded, then called the Lake on unicom 123.05. He did not respond, and I assume he was not on the frequency. I did not see where he went after I established on downwind, and he never made any radio calls.

Synopsis

General aviation pilot reported an NMAC while flying in the pattern at GIF.

Time / Day

Date : 201712
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MKE.Airport
State Reference : WI

Environment

Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : MKE
Make Model Name : Citation Latitude (C680A)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : IFR
Nav In Use.Localizer/Glideslope/ILS : Runway 25L
Flight Phase : Initial Approach
Airspace.Class C : MKE

Aircraft : 2

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1500686
Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

I spotted a drone which appeared to be a quadcopter go right underneath us on the localizer. It appeared to go underneath us a hundred feet or so going the opposite direction. I was right off the coast over Lake Michigan off the 25L localizer MKE.

Always keep an eye out at low altitude.

Synopsis

CE-680A Captain reported a NMAC with a UAV on approach to MKE Runway 25L.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : I19.Airport

State Reference : OH

Relative Position.Angle.Radial : 275

Relative Position.Distance.Nautical Miles : 7

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : I19

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Descent

Route In Use : Direct

Airspace.Class E : CMH

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 2

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class E : CMH

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 : 900

Experience.Flight Crew.Last 90 Days : 5
Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 1500518
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 15
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

During descent for landing at I19, at approximately 2500 ft MSL over populated area, I observed a small black dot at my same altitude, and 1 o'clock from my position. I banked slight left to avoid the object. As I passed the object, I observed what appeared to be a stationary drone of the hobby store variety. I felt this to be a very dangerous activity on the part of the drone operator that could easily have ended in loss of life or severe damage to the aircraft if I had not seen it in time to maneuver away.

Synopsis

PA28 pilot reported a NMAC with a UAV on approach to I19.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TRL.Airport

State Reference : TX

Relative Position.Angle.Radial : 245

Relative Position.Distance.Nautical Miles : 6

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Bonanza 35

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

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 : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 400

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1500289

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 500
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Departed GPM at 2500 with a southerly heading until clear of Cedar Hill (all the big towers). Once clear, I started to turn left to overfly JWY and climb to 3000. After Class B, I started my climb to 7500 toward the Little Rock area. I was using Terrell (TRL) as a fix and a check for weather (altimeter) when I noticed something that looked like a bird. Since I fly a lot in the SGT area, I see a lot of birds of different types - and I thought I was seeing a bird at first. I thought - good, I'm higher and the bird should not be a factor. Then I tried to re-focus my eyes as the movement wasn't quite like a bird - close, but not the same. Worse, my brain was not making sense of what kind of bird this might be as I was trying to "see" a black vulture. What my eyes kept telling me is this black vulture had four evenly spaced red dots (as a square) on its back!

Then I got mad - that's a drone. And since I don't know a lot about them, I have no way to process how close the drone was. My best guess is within 500 ft.

My position: about 6 miles southwest of TRL at 7500 flying a magnetic heading of 065.

Synopsis

BE35 pilot reported a NMAC with a UAV at 7500 ft in the vicinity of TRL airport.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LHM.Airport

State Reference : CA

Altitude.AGL.Single Value : 1150

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : LHM

Aircraft Operator : Personal

Make Model Name : PA-28R Cherokee Arrow All Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Takeoff

Airspace.Class E : LHM

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : LHM

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Climb

Airspace.Class E : LHM

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 : 181

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 9

ASRS Report Number.Accession Number : 1499737
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

I was flying to Lincoln, California (LHM) to practice touch and goes in a PA28R 180. I entered the traffic pattern for Runway 15 on a 45-degree entrance, calls previously had been done at approximately 5 miles and 2 miles out. I entered the downwind, completed my GUMPS check and proceeded to base. A single engine Cessna took off from Runway 15 while I was on final. I completed the touch and go and climbed out to enter the crosswind, call made, at approximately 500 feet above ground level. The Cessna in the pattern flew an exaggerated upwind pattern, apparently he had made a crosswind call, and a downwind call and I crossed in front of his line of flight. I was notified by the pilot of the Cessna of the error, and apologized for the intrusion. I noticed his aircraft to my left hand side, approximately 300 feet to the inside of the pattern 50 feet lower. I exited the parallel downwind and flew a right hand one-eighty turn out and reentered the downwind leg.

The contributing factors to the intrusion was my low time in a PA28R with fixation on the departure processes, likely not hearing and registering mentally the crosswind and downwind calls by the Cessna. An additional error was not announcing my intention to fly a touch and go for Runway 15.

Synopsis

PA28R pilot reported a NMAC in the pattern at LHM airport.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Relative Position.Angle.Radial : 162

Relative Position.Distance.Nautical Miles : 7

Altitude.MSL.Single Value : 2700

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : A90

Aircraft Operator : Air Taxi

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class B : BOS

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class B : BOS

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 : 1499604

Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation - Procedural : FAR

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew

Miss Distance.Horizontal : 200

Miss Distance.Vertical : 200

When Detected : In-flight

Result.General : Police / Security Involved

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

During climb out, I was about 2700 feet, 6-8 miles South-Southwest of Boston, I believe over the Quincy/Braintree area, I came within a couple hundred feet of drone. It was about 2 feet by 2 feet in size, black, four blade, and was rocking back and forth in the turbulence. I reported it to Boston Departure. The next controller followed up with more questions about it. After arriving at my destination, I was told to contact the Massachusetts State Police. I called and just verified what I told ATC.

Synopsis

A Small Transport Captain reported a NMAC with a UAV operating in Boston Class B airspace without ATC knowledge. Pilot reported incident to A90 Departure, and Massachusetts State police.

Time / Day

Date : 201711

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : D10

Aircraft Operator : Air Carrier

Make Model Name : Large Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class B : DFW

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : D10

Aircraft Operator : Personal

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

Flight Plan : IFR

Flight Phase : Initial Climb

Route In Use : Vectors

Airspace.Class B : DFW

Person : 1

Reference : 1

Location Of Person.Facility : D10.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Developmental

ASRS Report Number.Accession Number : 1499027

Human Factors : Communication Breakdown

Human Factors : Workload

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1499646

Person : 3

Reference : 3
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1499648

Events

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

Assessments

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

Narrative: 1

Working Arrival Radar. A Tower requests a release from GKY airport, 270 heading and climbing to 3,000. I approve it. The aircraft finally departs five minutes and some number of seconds later, at which point I forgot about the release. I was under the impression that type of coordination is only good for 3 minutes. The aircraft departing climbs westbound into the flight path of the arriving [large transport]. They got about 700 feet vertically and then the [large transport] responded to a TCAS RA.

Well, the stale coordination was obviously a factor. But I also will probably not approve any releases climbing to 3,000 in the future. I will only approve climbing to 2,000 at least when I am that busy. Also it wasn't that I was that busy, but the fact that it was three runways worth of arrivals to DFW so I was pushing all my base traffic down ASAP to help the other sector get their traffic down and in.

Narrative: 2

We were on a 020 heading to intercept the final approach course descending through around 3,600 feet, about 9 DME on the ILS, cleared for a visual approach. The First Officer was flying, with the autopilot on. Approach issued a traffic advisory about traffic ahead, indicating an altitude 3,500 feet, about the same time the TCAS issued a traffic alert. The TCAS showed traffic ahead, and about level. Soon after the TCAS issued a climb RA. The First Officer disconnected the autopilot and followed the RA. I told Approach we were climbing in response to the RA.

I saw the traffic as it passed underneath, heading westbound, about 200 feet below. When clear of the RA we resumed the Visual Approach for an uneventful landing. After arrival at the gate I called dispatch and notified them of the TCAS RA and estimated the separation at 200 feet. If we had not had the RA we would have been very close to the aircraft, possibly hitting it. We passed directly over the aircraft, and had we continued descending we would have been at about the same altitude.

We were in the Class B airspace, there should not have been any traffic at that altitude which Approach did not know about. All of the altitudes are approximate as I was looking outside most of the time, except when I briefly looked inside when the RA occurred to verify the First Officer was following the RA.

Narrative: 3

[Report narrative contains no additional information.]

Synopsis

An Approach Controller and air carrier flight crew reported a near mid air collision due to poor ATC coordination on a departure from a satellite airport.

Time / Day

Date : 201711

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MKY.Airport

State Reference : FL

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3000

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : RSW

Aircraft : 2

Reference : Y

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Cruise

Airspace.Class E : RSW

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 : 320

Experience.Flight Crew.Last 90 Days : 15

Experience.Flight Crew.Type : 100

ASRS Report Number.Accession Number : 1498594
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 3
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

Flying at 2000 ft south west of MKY. Training flight straight and level flight. Aircraft, Cessna, spotted at same level. Head on to the right of my aircraft. Evasive maneuver initiated descending turn to the right on my part. Evasive maneuver initiated on the other aircraft, ascending. Lost sight of the aircraft during the maneuver. No accidents reported.

Synopsis

GA flight instructor reported a near mid-air collision during a training flight near MKY.

Time / Day

Date : 201711

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : CLT.Airport

State Reference : NC

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : CLT

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class B : CLT

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class B : CLT

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)

ASRS Report Number.Accession Number : 1498437

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.General : Police / Security Involved

Assessments

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

Narrative: 1

Coming through approximately 3,000 ft on the visual approach to runway 23 in CLT I noticed a drone pass by my window and off the wingtip of the aircraft by about 5 to 10 feet. It was dusk and I could not tell what type or the configuration of the drone but it did have a navigation light on it and some type of strobe/anti-collision light. I notified ATC immediately and after reaching the gate I contacted CLT Approach via phone as instructed. I was told that three aircraft behind us also reported seeing the drone and that they had shut down runway 23 approaches and gone to a parallel south operation. They also advised that the [the local] police helicopter had been dispatched and was able to find an approximate location.

Drones should have flight restrictions programmed into their software.

Synopsis

CRJ-900 Captain reported a NMAC with a UAV on approach to CLT.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : K90.TRACON

State Reference : MA

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : K90

Aircraft Operator : Air Taxi

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

Operating Under FAR Part : Part 135

Flight Plan : VFR

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class E : K90

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : K90

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

Flight Plan : VFR

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : K90

Person

Reference : 1

Location Of Person.Facility : K90.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 2

ASRS Report Number.Accession Number : 1498021

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation - Procedural : Other / Unknown

Detector.Person : Flight Crew

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

Aircraft X requested VFR flight following for a short flight from at 1,000 feet. The pilot had opposite direction VFR traffic indicating 800 feet. I issued the traffic at 8 miles. Aircraft X did not have the traffic in sight. The VFR aircraft indicated level at 800 feet so at 5 miles I reissued the traffic and suggested a VFR climb if not in sight. Aircraft X did not have the traffic in sight and executed a climb to 1,500 feet. At 3 miles, I reissued the traffic and advised the pilot that the targets appeared likely to merge. The pilot did not request a vector for the traffic. Aircraft X then reported the traffic in sight at his same altitude of 1,500 feet, and not at the indicated 800 feet. During the time both before and after the conflict, the VFR traffic showed single sweep altitude changes to altitudes of 1,200, 1,600, and 1,700 feet, very infrequently.

I should have issued proactive vectors to de-conflict the traffic situation since both altitudes were not verified.

Synopsis

K90 TRACON Controller reported an unidentified VFR aircraft was a NMAC with a VFR aircraft the Controller was working.

Time / Day

Date : 201711
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : 4R5.Airport
State Reference : WI
Relative Position.Angle.Radial : 230
Relative Position.Distance.Nautical Miles : 2
Altitude.MSL.Single Value : 2500

Environment

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

Aircraft

Reference : X
ATC / Advisory.CTAF : 4R5
Aircraft Operator : Personal
Make Model Name : SR20
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Initial Approach
Airspace.Class E : 4R5

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 : 154
Experience.Flight Crew.Type : 61
ASRS Report Number.Accession Number : 1497968
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 : 200
Miss Distance.Vertical : 50

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

Assessments

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

Narrative: 1

The 4R5 CTAF frequency was being monitored about 25nm southwest from 4R5 from our departure point DLH. At 15, 10, and 5nm, radio calls were made to state our intention to land. No other traffic reported on the CTAF frequency. During descent, at around 2500 ft with a heading of 310deg and a speed of 130kts, an Orange/White Beechcraft Baron crossed our trajectory (left to right) 200 feet in front of us and 50 feet below. A slight turn to the left was initiated to increase separation the two airplanes. A few attempts to initiate contact with the other aircraft on the CTAF frequency were made, but unsuccessful. Some faint radio communication from Moose Lake sharing the same CTAF frequency (in response to my transmissions?) were heard at that same moment. The other airplane seemed to just have taken off from Runway 22 at 4R5. The integration in the pattern and landing on Runway 22 4R5 was non-eventful. Once our airplane was parked and shut down, what seemed like the same Beechcraft Baron was seen overflying the field parallel to Runway 22 at around 2000 ft, one last try to initiate contact with that airplane was again unsuccessful.

Synopsis

SR20 pilot reported an NMAC with a Beechcraft Baron in the vicinity of 4R5.

Time / Day

Date : 201711

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 5

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 6000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Takeoff

Airspace.Class G : ZZZ

Aircraft : 2

Make Model Name : Helicopter

Flight Phase : Landing

Airspace.Class G : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3800

Experience.Flight Crew.Last 90 Days : 60

Experience.Flight Crew.Type : 1500

ASRS Report Number.Accession Number : 1497877

Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

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

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

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

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

Synopsis

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

Time / Day

Date : 201711

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : TUS.Airport

State Reference : AZ

Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.Tower : TUS

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class C : TUS

Aircraft : 2

Reference : Y

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Airspace.Class C : TUS

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1496444

Human Factors : Confusion

Human Factors : Human-Machine Interface

Human Factors : Situational Awareness

Person : 2

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

Events

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

Assessments

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

Narrative: 1

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

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

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

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

Time / Day

Date : 201711

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Weather Elements / Visibility.Other

Light : Daylight

Ceiling.Single Value : 2700

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Bonanza 36

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Airspace.Class D : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Air Traffic Control : Fully Certified

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Engineer
Qualification.Flight Crew : Multiengine
Experience.Air Traffic Control.Radar : 4
Experience.Flight Crew.Total : 34200
Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 350
ASRS Report Number.Accession Number : 1496202
Human Factors : Situational Awareness

Person : 2

Reference : 2
Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 870
Experience.Flight Crew.Last 90 Days : 140
Experience.Flight Crew.Type : 830
ASRS Report Number.Accession Number : 1496203
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Human Factors : Distraction
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Approach Control had cleared me for a visual approach to follow a Cherokee on a practice ILS approach short final, and to contact Tower. I was cleared to land on [Runway] XXR and heard Local Control tell a Cherokee on right downwind for [Runway] XXR, to follow a Bonanza (me) on Final. The next thing I heard was Local Control ask the Cherokee if he

was on base leg. Before there was a reply, my passenger yelled that an airplane almost hit us under our wing. I saw the Cherokee, number 3 for landing, disappear under our airplane. At the same moment this all happened, Local told me to maintain altitude. He told the Cherokee to continue north, if there was an instructor on board and to call the Tower, that he had a pilot deviation. It was one of the local training school airplanes doing pattern work. He, Local, then cleared me to land, again.

I fly into this airport every month, and I am also a former controller and a recently retired airline Captain. I am very keen to listen to all traffic, and keep an awareness of the traffic. This day, I was busy looking for my short final Cherokee traffic to make sure I was not catching up to him. I have an iPad with WingX Pro, that displays traffic, but neither of these Cherokees have ADS-B, so they do not show up. My passenger was also trying to find the Cherokee short final with me, while also checking the iPad. The one drawback, Local was also working ground control and never issued a timely alert to me about the errant Cherokee and conflict alert that I am sure was going off in the cab. I was a flight instructor many years ago, so I know how it can be distracting to try and teach while also maintaining safety. This flight school needs to have a review of their procedures and standards.

Narrative: 2

CFI was giving instructions to student pilot and coming into [airport] for full-stop landing. Instructor's plane was on right downwind for right traffic pattern of Runway XXR. When Tower instructed/said, "[Call sign], you will follow Bonanza off your right side, 2 miles." Student pilot and instructor spotted aircraft 2 miles on final approach path and started the base turn to follow as per ATC's instruction. However, instructor missed Tower's radio call to the Bonanza afterward. (According to the record) Tower said, "Bonanza, you will be following traffic 3 miles ahead, number 2, Runway XXR cleared to land..." It turns out that instructor was supposed to follow the traffic on final leg 5 miles off the airport, not the one on 2 miles straight in for Runway [XXR]. And, instructor's plane was number 3 for landing. Because instructor couldn't constantly monitor other conversations, instructor was staying on right base leg while Bonanza was approaching for final leg. Instructor and student couldn't spot Bonanza aircraft, and Bonanza aircraft also couldn't spot our airplane until instructor's airplane crossed/passed their final path 700 feet below (based off ATC's radar altitude encoder). After near miss, instructor followed Tower's instruction to continue inbound for landing on final leg. Pilot understood the mistake/deviation made from ATC's instruction that caused the near miss. Instructor should have paid more attention on radio for better situational awareness to avoid any kind of incident/accident [from] happening. Instructor went over the voice records after landing to review/check own performance and mistake to prevent the same situation in future.

Synopsis

A Bonanza pilot and a Piper PA28 flight instructor reported that misunderstanding of ATC instructions caused a NMAC.

Time / Day

Date : 201711

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 20000

Environment

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737 Next Generation Undifferentiated

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 : Climb

Airspace.Class A : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class A : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 175

Experience.Flight Crew.Type : 9110

ASRS Report Number.Accession Number : 1495942

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
When Detected : In-flight
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

The First Officer (FO) took off from ZZZ on runway heading Runway 6. After a direct clearance and another vector off the SID for traffic, we were cleared direct to ZZZ VOR with a climb to FL230. Direct ZZZ VOR was executed with abeam points, and we initiated the climb. Just prior to the ZZZZZ Intersection, abeam point and approximately FL200, we received an aural "TRAFFIC" advisory. The FO slowed his rate of climb to 800 FPM using Vertical Speed (VS) to avoid setting off an RA since the other aircraft was above us. I noticed the aircraft was only 400 feet above us on the HSI and barely acquired the traffic visually when the TCAS commanded a "CLIMB" RA. The FO immediately disconnected the autopilot, pushed the thrust levers up and initiated a climb maneuver following the RA command on the flight director. After a brief moment of climbing at an increased VS, the TCAS issued a "CLEAR OF CONFLICT" advisory. Start to finish, the whole incident happened very quickly.

I re-acquired the traffic passing to our left from beneath our nose at our 11 o'clock position and low. The Controller started to give us a Traffic Advisory but didn't really finish because the aircraft had already passed. I told the Controller that it had set off an RA in our aircraft.

In the end, we had climbed through the other aircraft's altitude as a result of following the TCAS RA, and I believe we passed within three NM of the other aircraft. Being at night, it was more difficult to tell. There were several quick frequency changes that might have contributed on the Controllers' part. We notified Dispatch through ACARS. We continued the flight without further incident.

Understand what conditions led to the RA and correct it/them. It was either a Controller error/misjudgment or a Pilot error in either/both aircraft. Additionally, it was a clearance not being given or received properly. I believe that we complied fully with ATC clearances and our TCAS/RA maneuver.

Synopsis

A B737 Captain reported a "CLIMB" RA despite the traffic above.

Time / Day

Date : 201710
Local Time Of Day : 0601-1200

Place

Altitude.MSL.Single Value : 244

Environment

Weather Elements / Visibility.Visibility : 6
Light : Daylight
Ceiling.Single Value : 10000

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : UAV - Unpiloted Aerial Vehicle
Operating Under FAR Part.Other
Flight Plan : None
Mission : Personal
Flight Phase : Cruise
Route In Use : None
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
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
Mission : Personal
Flight Phase : Cruise
Airspace.Class G : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Other.Other
Qualification.Other
Experience.Flight Crew.Total : 22
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 22
ASRS Report Number.Accession Number : 1495076
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Other Person
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While flying my UAS along the shore. I experienced a near miss with a low flying aircraft. I was taking pictures of the surf and cliffs for my photography portfolio. I was flying a UAS. I launched from the parking area overlooking the beach, altitude about 71ft MSL. Visibility was reported as greater than 10 NM, winds less than 4 MPH. Although visibility along the beach was unlimited to the South, [it was] about .9 Miles to the North. I had completed filming and had instituted the automated Return-To-Home procedure. In this mode the aircraft climbs to its designated RTH altitude and autonomously flies back and lands at its launch or "Home" point. Although on autopilot the aircraft still responds to the controls. At this point, I observed and heard an aircraft flying low (a little above the top of the bluff which at that point is 71ft MSL) along the beach that had come from the North around the point. My first reaction was to dive the drone and I started to descend but I realized that it was already above the level of the approaching aircraft so I reversed throttle and continued the climb to evade. The aircraft passed below the drone which was at about 244ft MSL altitude and between the drone and I. The aircraft was a low-wing, single-engine, monoplane, dark in color. The pilot gave no indication that he saw the UAS and continued flying South along the beach.

Although the sectional charts list the Minimum Safe Altitude in the area at over 1,000 ft, aircraft sometimes fly along the beach because it is very scenic with the ocean view stretching out to the horizon. This also creates the illusion that other aircraft can be seen well in time to be avoided. But the coast is not a straight line and aircraft skimming the bluffs over the beach are masked by bluffs at points along the coast. In this case the bluff [at the] point only .9 mile away masked the aircraft from my view and vice versa and it was in my flight space with almost no time to react.

Pilots should expect to encounter [UAS]. FAA should remind pilots that even if visibility is unlimited, small drones can only be seen at best a mile away and they should avoid tracing the beach contour even if visual flight rules allow it.

Synopsis

UAS Operator reported a NMAC with an unidentified small aircraft in VMC at low altitude over coastal bluffs.

Time / Day

Date : 201711

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1350

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Cessna 152

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Aircraft : 2

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Cessna 152

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 21

Experience.Flight Crew.Last 90 Days : 21

Experience.Flight Crew.Type : 21

ASRS Report Number.Accession Number : 1494804

Human Factors : Situational Awareness

Person : 2

Reference : 2

Location Of Person : Gate / Ramp / Line

Reporter Organization : FBO

Function.Other

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

ASRS Report Number.Accession Number : 1494797

Events

Anomaly.Conflict : NMAC

Detector.Person : Air Traffic Control

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 150

When Detected : In-flight

Result.Flight Crew : Became Reoriented

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Air Traffic Control : Issued New Clearance

Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was on my 5th landing in the pattern of my first solo. On the upwind, ATC told me that I was #3 to land and to follow traffic entering the downwind, which I had in sight. I extended my upwind to follow the traffic. When I was about midfield of the downwind, I saw a plane below me land which I thought was the plane I was told to follow because I no longer saw a plane in front of me. I turned to final and was told to go around because an airplane was below me. I went around, making left traffic, saw the other plane break off, and landed uneventfully. Once I got on the ground, my instructor briefed me on the situation and what happened. I unknowingly ended up 150 feet above the plane I was told to follow as I approached final. The other plane had extended their downwind longer than I had, so we were approaching final at the same time. I never saw the plane once I had turned downwind. The plane that I saw land was #1 in the pattern, and I thought this was the plane I was following. Therefore, I thought the plane I was following had already landed, and I turned in to land thinking the plane I was following was already on the ground.

Narrative: 2

I went up with one of my students for 3 touch and go's prior to their first solo. I had determined that [the student was] proficient and got out of the plane and told [the student] to do 5 touch and go's. I had gone up to the control tower to watch. The first four patterns and touch and go's were event free. On the fifth and final landing was when the near miss occurred. There were two other aircraft in the pattern at the time, one of which was midfield downwind. The other was about .5 miles approaching abeam the departure end downwind. My solo student was given traffic to follow while [the student] was still on

the upwind, the traffic was on the downwind almost abeam my student. My student acknowledged traffic in sight and was cleared to land. My student was at this point number three in the pattern, I do not recall if [the student] was cleared to land number three or just to follow the traffic and cleared to land. From the viewpoint in the tower nothing was out of the ordinary until both the controller and I at the same time saw my student had turned final over the top of the traffic [the student was] to be following. With both aircraft on final and vertical separation of what appeared to be 150ft my student was told to go around which [the student] did and returned for landing uneventfully after that. Meanwhile the other aircraft on final had chosen to go around and break 45 degrees off of final to the east. After the flight I had debriefed with my student thoroughly as to what had occurred. It became evident to me that upon turning downwind [the student] had thought the first aircraft in the pattern whom had landing was actually the second aircraft that she was told to follow. This led to a loss of situational awareness, and upon never seeing [the] actual traffic to follow on downwind or final allowed a loss of separation when both aircraft ended up in the same place on final.

Synopsis

C152 student pilot and instructor reported the student executed a go-around when Tower Controller noticed loss of separation between the student's aircraft and another on short final.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : YIP.Airport

State Reference : MI

Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : YIP

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Climb

Airspace.Class D : YIP

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : YIP

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Initial Approach

Airspace.Class D : YIP

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 : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 450

Experience.Flight Crew.Last 90 Days : 75

Experience.Flight Crew.Type : 350

ASRS Report Number.Accession Number : 1494794
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
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

[We were] doing a no flap slip to land, and performed a Go-Around at 200 ft AGL. Climbed up to 700 ft AGL and turned out like on a normal takeoff. On the crosswind to downwind turn noticed the traffic that we were following previously. We had flown right into their path. It is worth noting that the traffic did really wide pattern legs, which probably was factor in the incident. Also we never got an alert from the Tower Controller and we never got an alert on our traffic alert system (TIS).

Things that could have prevented this occurrence or to correct the situation: Alert from Tower or on TIS, and after performing the Go-Around climbed out to pattern altitude before turning. Also teaching pilots to keep the pattern in closer would have also helped out this situation.

Synopsis

C172 Instructor Pilot reported a NMAC in the pattern at YIP airport.

Time / Day

Date : 201711

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : M01.Airport

State Reference : TN

Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 6200

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : M01

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : M03

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

Flight Phase : Cruise

Airspace.Class E : M03

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 : 370

Experience.Flight Crew.Last 90 Days : 21

Experience.Flight Crew.Type : 370

ASRS Report Number.Accession Number : 1494165

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 50
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

I was on the RNAV 17 approach into DeWitt Spain airport (M01) and shortly before passing the FAF, I had visual contact with the runway and cancelled IFR. I had been monitoring the CTAF at DeWitt Spain for the past 20 minutes and considering there was no traffic on frequency, the Approach Controller did not report any conflicts, and the wind was favoring Runway 17, I elected for a straight-in approach. I used the RNAV 17 approach plate as guidance for my descent, and started descending from 1,900 feet after passing VAGDY. At this point, the non-pilot passenger in the right seat brought my attention to a target on the G1000 MFD that was reported to be 200 feet below our position, and on an intersecting track from the left. I increased my scan to my left and did not see anything initially. At approximately 1,300 feet, our altitudes were reported to be equivalent and my passenger and I simultaneously made visual contact with the target. I determined that our current heading would likely result in a collision and took evasive maneuvers, entering a steep bank to the left and adding power to stop our descent and enter a slight climb, since the target was slightly below our altitude. I was able to regain visual contact with the target after this turn, and it passed harmlessly to our right in the opposite direction. We were close enough that I could identify the registration number, but I was unable to copy down the numbers. After re-establishing my approach, I called back Memphis TRACON on 119.1 and reported a near-miss on approach. The controller gave me a [phone number] to call after I landed and we spoke over the phone about the incident.

From the target's track and altitude, I assume they had departed Charles Baker (2M8) and were making a westbound departure. 2M8 and M01 are in close proximity to one another (7 miles) and use different CTAF frequencies, which would also explain why there was no announcement on the M01 CTAF. The ceiling at M01 at the time was reported to be BKN062; however, I was still in IMC at 3,000 feet approaching FAXIP, and didn't break out into VMC until after I had started the approach, which is why I elected to continue along the approach path to a landing rather than entering a standard traffic pattern.

Synopsis

GA pilot reported a NMAC while on approach to DeWitt Spain airport. No traffic information was provided by ATC.

Time / Day

Date : 201710

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : MIA

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

Flight Phase : Initial Climb

Route In Use : Vectors

Airspace.Class B : MIA

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : MIA

Aircraft Operator : Personal

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 : VFR

Mission : Photo Shoot

Flight Phase : Cruise

Route In Use : None

Route In Use : VFR Route

Airspace.Class B : MIA

Person : 1

Reference : 1

Location Of Person.Facility : MIA.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) : 2

ASRS Report Number.Accession Number : 1492741

Human Factors : Situational Awareness

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

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1492882

Person : 3

Reference : 3
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.Total : 15000
ASRS Report Number.Accession Number : 1492872
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 : Air Traffic Control
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was working Departure position. Aircraft X checked in climbing to 2,000 feet which is an unusual altitude since departures are issued 5,000 feet unless otherwise coordinated. I climbed the aircraft to 7,000 feet to remain within my airspace. Aircraft Y was on a limited data tower (T) tag heading northbound. The Conflict Alert went off and I issued traffic to Aircraft X who was about to merge with Aircraft Y that appeared to be on a southbound

heading.

I had no knowledge that Aircraft Y was operating within the confines of the departure corridor at 2,600 feet. No coordination was ever done with me about the aircraft or that departures would be climbing to 2,000 feet only. I did not see the aircraft operating in the departure corridor at an altitude that, in my opinion, is unsafe. T (Tower) tags are seen constantly throughout the day because numerous helicopters, state police, Miami police, and emergency aircraft operate within the Tower Area 500 feet or below. Any other unusual situation or aircraft that would be operating at a different altitude is coordinated with appropriate sectors, however, this was not done with me.

After the event it was brought to my knowledge that the other Departure Controller coordinated with the Local Controller in the tower for Aircraft Y to be in the area doing survey/photo air work. The Supervisor in the TRACON verbally coordinated with the approach controllers about the aircraft as he ventured into the approach airspace as well. No coordination verbally, or a point-out was ever done with me. Aircraft Y also had 18 TARP (Traffic Analysis and Review Tool) hits on him which shows that he was in an unsafe area to be working.

It is unsafe to be issuing departing aircraft 2,000 because they could become a conflict with low level IFR aircraft that operate 10 miles from MIA at 2,000 feet. Aircraft should not be allowed to operate at the altitude in such close proximity to the airport especially at times of arrival or departure banks. Coordination/Communication needs to be done with all sectors prior to allowing an unusual situation to occur. The controller that is initially coordinating and approving air work to be done needs to communicate with all other sectors and controllers that will be impacted. They must "close the loop" and not leave sectors in the dark or without information that is going to impact their operation.

Aircraft doing air work in the departure corridor should be speaking with a Departure Controller or if they are on the Tower frequency then departure aircraft should not be switched to the departure controller until they are not a factor with the other aircraft on the Tower frequency. Traffic should be issued to the Departing aircraft by the Local controller if he has both aircraft on his frequency. We should not jeopardize the safety of the operation and multiple passenger airlines for someone who wants to take pictures during busy times of the day.

It is not unusual for controllers to feel pressured by the supervisor in charge to accommodate these photo missions or aircraft doing survey work even at times when the controllers feel it is unsafe to be allowing it. The dynamic needs to be changed. If a controller feels that an aircraft working in a location is going to impact the operation or the safety of the operation they should be supported by the supervisor not pressured to be put in an uncomfortable working environment. The supervisor also needs to be making sure that ALL CONTROLLER AND SECTORS that will be impacted are informed, coordinated with and on board with the unusual situation that will be occurring.

Narrative: 2

I was the First Officer and PF on Aircraft X. We were instructed to line up and wait. Our clearance was to climb to 5,000 feet via an ATC assigned heading. The previous departure was told to level off at 2,000 feet so we had the discussion to be aware this could also receive a similar change in clearance. We were cleared to take off, assigned heading 270. Once airborne we were instructed to level off at 2,000 feet. We did. As we were cleaning up, we were instructed to climb to 7,000 feet from Departure Control. I initiated a climb, with autopilot on. Climbing through approximately 3,500 feet, we received a "TRAFFIC

TRAFFIC" alert from TCAS. I remained on instruments while the Captain looked for the traffic. As he pointed to the traffic, I looked up at the window to my right and saw a light twin at same altitude in a very sharp to its right, and a shallow climb in extremely close proximity to us and our flight path.

We had a pretty good climb rate going at the time but didn't feel that it was sufficient to maintain safe separation from the light twin. As I was in transition back to instruments and about to disconnect the autopilot, I heard the TCAS advise "MAINTAIN VERTICAL SPPEED". Simultaneously I elected to go to TOGA (maximum available power) to get a better climb rate going as TCAS commanded "INCREASE CLIMB". Again, I had the initial feeling that since we were already at CLIMB POWER and at max climb for that power setting, TOGA was needed to get the initial climb we needed to stay clear of that traffic. Once I heard "CLEAR OF CONFLICT" and the Captain confirmed, I returned to normal climb profile and climb power, reengaged the AP and confirmed that the aircraft was in proper configuration for that phase of flight and the FMC was indicating desired autopilot functions to continue with ATC instructions.

The Captain notified ATC of the conflict, RA, and recovery and that we were going to file a report on this event. The Controller replied that they had already notified their supervisor. I don't believe that the light twin was being controlled on our frequency because we didn't hear any transmissions to or from that aircraft.

Narrative: 3

[Report narrative contained no additional information.]

Synopsis

MIA Departure Controller and flight crew reported a NMAC with a VFR aircraft operating in the departure corridor.

Time / Day

Date : 201710
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : APA.Airport
State Reference : CO
Relative Position.Distance.Nautical Miles : 1
Altitude.AGL.Single Value : 300

Environment

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

Aircraft : 1

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

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : APA
Aircraft Operator : Personal
Make Model Name : Light Sport Aircraft
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 : APA

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 624
Experience.Flight Crew.Last 90 Days : 183
Experience.Flight Crew.Type : 345
ASRS Report Number.Accession Number : 1492716
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 10
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

My student and I were on an extended downwind to follow traffic over Cherry Creek Reservoir on a straight in approach to 17L. I entered the base to follow traffic and Aircraft Y was instructed to follow us. As we reached the 1 mile point on final approach, I saw Aircraft Y fly right under us and intercept the final approach course. I immediately increased power and performed a go-around while contacting Centennial Tower to find out what happened. I was instructed to offset to the right of the runway (west of 17R) on my go-around. I complied and immediately requested a full-stop terminate on 28 in order to get on the ground as soon as possible. I asked tower for clarification on what happened and they informed me they were discussing it and would get back to me. After landing and shutdown I called the tower supervisor to get clarification on the chain of events and was informed that Aircraft Y failed to follow assigned traffic, which was me, and cut me off on final approach. Aircraft Y pilot lost sight of me and only saw the airplane over the numbers which was the traffic I was sequenced behind. I believe the reason Aircraft Y didn't see me was because we were on a collision course and there was no relative movement in his windscreen to alert him to my presence. Upon losing sight of me, Aircraft Y should have immediately requested a traffic update from tower which would have prevented the near miss. Another factor that could have attributed to the near miss is the design of both aircraft. I was flying a high-wing [aircraft] and he was in a low-wing [aircraft]. That could have contributed to the visibility issues as I only saw him through my side window as he flew directly beneath me.

Synopsis

GA flight instructor reported a NMAC on final approach to APA when another aircraft turned base prematurely.

Time / Day

Date : 201710

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : 7S5.Airport

State Reference : OR

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : 7S5

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission.Other

Flight Phase : Initial Climb

Airspace.Class G : 7S5

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : 7S5

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Initial Approach

Route In Use : None

Airspace.Class G : 7S5

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Glider

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 3000

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 25
ASRS Report Number.Accession Number : 1492713
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Departed 7S5 Runway 34 with glider in tow, announced departure and routine cautionary message of: (Tow plane and glider departing 34 using non-standard right hand traffic pattern. Power[ed] traffic please use published left hand traffic pattern). Turning to right down wind a small [powered] aircraft emerged from under my raised left wing passing over the canopy at an estimated range of 100 ft.

Spoke with the pilot of the [small powered aircraft] who stated he saw the tow plane and glider climbing out of the airport but could not determine our intended direction of flight. Pilot also stated he did not hear our radio announcement as we departed the airport.

7S5 is a rural uncontrolled airpark community with a glider operating opposite the published traffic pattern for safe separation of glider and power[ed] traffic. A recommended corrective action: Practicing a greater situational awareness to potential air traffic.

Synopsis

Tow plane pilot reported a near mid air collision with an aircraft while climbing with glider in-tow.

Time / Day

Date : 201710
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SBD.Airport
State Reference : CA
Altitude.MSL.Single Value : 3571

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 17999

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Ultralight
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 103
Flight Plan : None
Mission : Personal
Flight Phase : Climb
Route In Use : None
Airspace.Class E : SCT

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 : Final Approach
Route In Use : Visual Approach
Airspace.Class E : SCT

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Sport / Recreational
Experience.Flight Crew.Total : 2000
Experience.Flight Crew.Last 90 Days : 63
Experience.Flight Crew.Type : 2000

ASRS Report Number.Accession Number : 1492712
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was mid-way through my 4th revolution while turning in a weak thermal when I heard the distinct turbine whine of a light aircraft magneto. I looked up and behind me and observed a Cessna 172 or 152 approximately 100 FT above my hang glider on glide with its propeller wind milling. It appeared to be on a 160-degree course heading and proceeded away from me uninterrupted. Because I was in direct sunlight and the large holographic reflective surfaces on my leading edges would have been easily visible for 5 miles I have to assume the pilot was curious and glided toward me intentionally. Obviously, I don't know whether the pilot thought he was seeing a Mylar party balloon or knew it was a hang glider but in any event the incursion looked intentional and at 100 FT proximity was unsafe.

Synopsis

Hang glider pilot reported a near-mid-air-collision with a general aviation aircraft.

Time / Day

Date : 201710
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SMO.Airport
State Reference : CA
Altitude.MSL.Single Value : 1900

Environment

Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : SMO
Make Model Name : Challenger 300
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Passenger
Nav In Use.VOR / VORTAC : SMO
Flight Phase : Final Approach
Airspace.Class B : LAX

Aircraft : 2

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1492509
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.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Established on VOR-A into SMO, between BEVEY and WURUD intersections, 1900 to 2000, PM saw two drones whiz by the windshield 15-20 ft on both sides, and called them out. The event was over so quickly that I did not have enough time to look up from instruments and actually see the drones.

Somebody was playing with their drones too close to an airport and too high. It is a little scary to think that these drones could have been there intentionally, and perhaps even with a small pack of explosives strapped to them. There was no time to react. We were just lucky that we missed them. Recommend stricter drone policies.

Synopsis

CL300 Captain on approach to SMO reported a NMAC with two UAVs.

Time / Day

Date : 201710

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : STP.Airport

State Reference : MN

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Cloudy

Weather Elements / Visibility.Visibility : 6

Light : Daylight

Ceiling.Single Value : 3500

Aircraft : 1

Reference : X

ATC / Advisory.Tower : STP

Aircraft Operator : Corporate

Make Model Name : Citation X (C750)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : M98

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Other

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : M98

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 11550
Experience.Flight Crew.Last 90 Days : 85
Experience.Flight Crew.Type : 2200
ASRS Report Number.Accession Number : 1492367
Human Factors : Distraction
Human Factors : Human-Machine Interface

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While approaching Runway 32 in St. Paul, Minnesota we had briefed the visual approach to the runway backed up by electronic guidance, the ILS. The weather was day VFR, and once we descended below the lowest cloud layer and had visually sighted the airport, we were setting up for a right base entry to land Runway 32. We were at an altitude of 2,500 feet MSL, 1,800 feet above ground level, in "Class E" airspace underlying the more restrictive "Class B" airspace associated with the main airport in Minneapolis. We were approximately five miles from the airport at an airspeed of approximately 160 knots, fully configured for landing and the "Before Landing" checklist completed, but had not yet intercepted the localizer. I was the flying pilot. I was looking inside the cockpit at the multi function display setting up to align the aircraft for landing, when the pilot monitoring called out to look out for another aircraft. I looked outside in time to see a man flying a powered parachute and immediately kicked off the auto pilot and rolled the plane into a sharp right bank to miss him. We can't be for sure how close we came to hitting this person but feel we were fortunate to have missed him. Both of us could see his face as we were that close. Prior to landing and after landing, the pilot monitoring provided as much information to the St. Paul Tower as we could concerning the near miss for their record keeping and reporting.

This person was approximately 1,800 feet above the ground and presumably did not know the direction St. Paul's airport was landing. In our opinion, he was too close to the airport given the height above ground he was flying. ATC had no idea he was there as these aircraft are not required to have transponders or radios. It was perfectly legal for him to be in "Class E" airspace with no radio or transponder, but not safe. These types of aircraft do not require a pilot's license or any kind of airspace knowledge test to legally operate them, and pose a serious clear and present danger to other aircraft, similar to the threat drones do if operated near airports. This situation reinforces our SOP's to not only have a sterile cockpit below 10,000 feet, but also to have the pilot monitoring to be vigilant in looking out for other aircraft.

Synopsis

Cessna 750 Captain reported an NMAC during approach with unreported powered parachute operating in close proximity of airport.

Time / Day

Date : 201710
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ADS.Tower
State Reference : TX
Altitude.MSL.Single Value : 2400

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ADS
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class D : ADS

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ADS
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Initial Approach

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 : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 17000
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 1492269
Human Factors : Situational Awareness

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

After being cleared to land we began our descent from 2,500 FT MSL. The controller called us as traffic to another aircraft and asked us to maintain 2,500 FT. We leveled at 2,400 FT and began looking for traffic when I noticed him coming straight at us. I took control of the aircraft simultaneously pushing the nose over and advised tower we were descending. He abruptly told us that before beginning a descent that he needed to know. I stated it was a noise abatement maneuver as we were on a collision course.

Synopsis

GA flight instructor reported a near-mid-air-collision after receiving a clearance to land.

Time / Day

Date : 201710
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Cruise
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Initial Climb
Airspace.Class D : ZZZ

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 : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 750
Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 450
ASRS Report Number.Accession Number : 1492257
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 30
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

We were extended upwind after a touch and go on Runway XX, we proceeded to turn crosswind at traffic pattern altitude then we made the turn to downwind. After making our turn on the downwind Aircraft Y was wings level in crosswind within 30 ft after being instructed to fly west bound after departing Runway XX behind us. I had to make an evasive correction and descended immediately to avoid the Cessna flying toward us at the same altitude. I believe that this occurred due to either a lack of understanding of the instruction given to the pilot of the Cessna or a failure to maintain situational awareness by ignoring radio calls from tower. The pilot of the Cessna responded to tower after about 3 or 4 calls.

Synopsis

GA flight instructor reported a near-mid-air-collision in the pattern when another pilot did not follow tower instructions.

Time / Day

Date : 201710
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

ATC / Advisory.Tower : SFO
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 : Final Approach
Airspace.Class B : SFO

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.Total : 10734
Experience.Flight Crew.Type : 6729
ASRS Report Number.Accession Number : 1491827

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 : 408
ASRS Report Number.Accession Number : 1491844

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Conflict : NMAC
Detector.Automation : Aircraft RA
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

Cleared from ARCHI to PONKE to intercept 28L final approach course. ATC said there was a 737 at 3 o'clock for 28R. Did not see that airplane. ATC said the 737 has us in sight. We continued. I saw the TCAS of the 737 coming towards us, but did not see the airplane visually, I thought from looking at TCAS he was behind our right wing. The TCAS rapidly went from 500 ft difference to 400, 300, 200 we initiated the RA as soon as we heard it. I saw the TCAS as low as a 100 foot differential but did not see the airplane until they were banking away from us and we were on the Go around. First Officer said that he could make out the pilot! Thank you TCAS for getting me out of there before they hit us.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

Air Carrier Crew reported a NMAC on approach to SFO runway 28L with an airliner on visual approach to runway 28R.

Time / Day

Date : 201710
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : MDT.TRACON
State Reference : PA
Altitude.MSL.Single Value : 3600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : MDT
Make Model Name : PA-60 600 Aerostar
Crew Size.Number Of Crew : 1
Flight Plan : IFR
Flight Phase : Descent
Route In Use : Vectors
Airspace.Class E : MDT

Aircraft : 2

Reference : Y
ATC / Advisory.TRACON : MDT
Make Model Name : SR20
Crew Size.Number Of Crew : 1
Flight Plan : VFR
Flight Phase : Climb
Airspace.Class E : MDT

Person

Reference : 1
Location Of Person.Facility : MDT.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5
ASRS Report Number.Accession Number : 1491741
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control

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

Aircraft X was inbound on an IFR flight plan from the southwest initially at 5000 feet. Aircraft X was issued a descent to 3000 feet, at which time I noticed a VFR tag, which had recently departed climbing through 2500 feet southbound. I issued a preliminary traffic call to Aircraft X. When they were roughly 5 miles apart and Aircraft X was descending through 3800 feet, the VFR aircraft was climbing through 3200 feet, the VFR aircraft called me for advisories. I had them ident to be sure, then issued an immediate right turn westbound and issued a right turn eastbound to Aircraft X. The other aircraft, Aircraft Y, was very slow to take the turn, but continued his climb as Aircraft X continued his descent. The targets merged at 3600 feet, with the pilot of Aircraft X exclaiming "that was close" on the frequency. Aircraft Y informed me that he had stopped his turn because he believed it would put him in more conflict with Aircraft X.

My initial judgment based on their tracks and climb/descent rate led me to believe the best course of action was to use vectors to separate, but the delay and lack of commitment to the turn by Aircraft Y exacerbated the conflict and I did not issue any further altitude restrictions to try to mitigate the conflict, as I assumed they wouldn't be able to take effect until they were already through the other's altitude. I did not stress the immediate nature of the necessity to turn, or insist on a sharper turn rate for either aircraft, and the slow turns from each made the conflict more significant than if they had not turned at all.

Although I recognized the potential for conflict early, I waited too long to issue positive control instructions to my IFR aircraft to steer well clear of the other aircraft. By the time I positively identified the VFR aircraft and gleaned his intentions, the need for resolution was imminent but I did not use words like "immediate" to stress this to the VFR aircraft. Ultimately, if I had decided to use altitude instead of vectors at the time of attempted resolution, the conflict would've been far less severe even if it required climbing my IFR back up before descending him again for the approach. I misjudged the delay in the turn, prompted additional information from the VFR prior to issuing a turn to the IFR, and failed to consider aircraft speed, winds aloft, etc., and their effects on both aircraft's ability to turn in a timely manner. When significant closure rates are happening and conflicting aircraft are inside of a certain distance apart, altitude separation is almost always the superior method to ensure some level of separation, even if not "standard."

Synopsis

A TRACON Controller reported his vectors for traffic were too late and insufficient to avoid a NMAC between their aircraft and an unidentified VFR track.

Time / Day

Date : 201710

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : PA-28R Cherokee Arrow All Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Final 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 : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 560

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 20

ASRS Report Number.Accession Number : 1491216
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 : 100
Miss Distance.Vertical : 30
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

Landings practice was in process with a full pattern. All traffic was starting to have a longer than necessary downwind. On my final a Cessna 172 approached me on base turning final under my altitude. I noticed them and took immediate corrective action by exiting the pattern to the right. Lack of communication was the largest problem in my opinion.

Synopsis

PA28 pilot reported that while on final a Cessna 172 turned base to final below him.