

ASRS Database Report Set

Parachutist / Aircraft Conflicts

Report Set Description.....A sampling of reports involving parachuting activity
and conflicts with aircraft.

Update Number.....36

Date of UpdateMarch 29, 2022

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

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

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000



TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

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

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

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

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

A handwritten signature in cursive script that reads "B. Hooey".

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

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

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

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

Report Synopses

ACN: 1827510 *(1 of 50)*

Synopsis

A Center Controller reported a conflict between an Air Carrier departure and a satellite airport skydiving operator who was conducting jumps in the vicinity of charted departure and arrival procedures. The reporter stated they anticipate the same situation will become a recurring problem.

ACN: 1826901 *(2 of 50)*

Synopsis

SCT TRACON Controller reported an air carrier aircraft had departed its assigned altitude below the minimum vectoring altitude and was on a conflicting track with an aircraft departing a satellite airport.

ACN: 1823435 *(3 of 50)*

Synopsis

A Center Controller reported a skydiving operation aircraft was operating along the departure path of two air carrier departures. The first air carrier was issued a traffic alert and the second departure turned off course below the Minimum IFR Altitude to avoid jumpers.

ACN: 1818615 *(4 of 50)*

Synopsis

GA pilot reported an NMAC with a skydiver and jump plane during takeoff and climb from MWO non-towered airport.

ACN: 1816282 *(5 of 50)*

Synopsis

Captain reported an RA Alert while in descent for landing. Pilot took evasive action and landed safely.

ACN: 1811311 *(6 of 50)*

Synopsis

C182 pilot reported a force landing due to a fuel issue during landing approach.

ACN: 1805230 *(7 of 50)*

Synopsis

GA student pilot reported an NMAC during short final to TVY airport.

ACN: 1802180 *(8 of 50)*

Synopsis

Instructor reported an NMAC event during a training flight with an aircraft that was dropping skydivers.

ACN: 1791581 *(9 of 50)*

Synopsis

An instructor pilot returning to land reported numerous powered parachutes fly in the vicinity of this airport causing conflicts with aircraft arriving and departing the VFR pattern.

ACN: 1780845 *(10 of 50)*

Synopsis

Pilot flying DHC-6 aircraft reported cabin door departed inflight.

ACN: 1758595 *(11 of 50)*

Synopsis

An Approach Controller reported an airborne conflict between a parachute jump aircraft and an air carrier on arrival.

ACN: 1757693 *(12 of 50)*

Synopsis

Pilot reported an aircraft over flew their aircraft while on departure roll.

ACN: 1755280 *(13 of 50)*

Synopsis

Pilot reported another aircraft nearly hitting the skydiver.

ACN: 1755232 *(14 of 50)*

Synopsis

Pilot reported loss of engine power resulting in an emergency landing.

ACN: 1750635 *(15 of 50)*

Synopsis

Air carrier flight crew and TRACON Controller reported an airborne conflict for skydive operation aircraft which maneuvered too close to a commercial fixed winged aircraft.

ACN: 1750275 *(16 of 50)*

Synopsis

Pilot reported a airborne conflict with another aircraft.

ACN: 1749064 *(17 of 50)*

Synopsis

King Air C-90 Pilot reported an NMAC event during a NOTAM'ed sky diving operations area.

ACN: 1734751 *(18 of 50)*

Synopsis

Instructor pilot reported a NMAC with a parachute drop plane that made a nonstandard entry into the traffic pattern.

ACN: 1687814 *(19 of 50)*

Synopsis

C182 pilot reported an engine failure in descent, resulting in an off-airport landing.

ACN: 1681882 *(20 of 50)*

Synopsis

Sky dive pilot reported possibly canceling the jump due to clouds in the area, but decided against it.

ACN: 1669809 *(21 of 50)*

Synopsis

A Center Controller reported an NMAC between parachute jump aircraft and a VFR aircraft.

ACN: 1665706 *(22 of 50)*

Synopsis

Air taxi Captain reported an NMAC with a King Air in the vicinity of TJAB airport.

ACN: 1662089 *(23 of 50)*

Synopsis

C182 pilot reported loss of engine power while circling over an uncontrolled airport.

ACN: 1655535 *(24 of 50)*

Synopsis

C525 pilot reported an aircraft entered the VFR traffic pattern from too high of an altitude was in conflict with them on downwind.

ACN: 1651171 *(25 of 50)*

Synopsis

Beechcraft Bonanza pilot reported observing a traffic conflict on ForeFlight. When visual contact was made the pilot reported taking evasive action.

ACN: 1649832 *(26 of 50)*

Synopsis

ZLA ARTCC Controller reported they assigned a VFR aircraft a route to avoid a Skydiver aircraft, but the Skydiver aircraft reported the VFR traffic flew underneath them.

ACN: 1622395 *(27 of 50)*

Synopsis

Center Controller reported skydivers that were not supposed to be dropping out of the sky, close to an aircraft that reported the parachutes.

ACN: 1583876 *(28 of 50)*

Synopsis

C182 pilot reported a loss of engine power at low altitude forced an off field landing.

ACN: 1581670 *(29 of 50)*

Synopsis

Lancair ES pilot reported penetrating a TFR resulting in an airborne conflict with skydivers.

ACN: 1577367 *(30 of 50)*

Synopsis

A skydiver reported that the jump aircraft may have experienced an inflight upset.

ACN: 1576205 *(31 of 50)*

Synopsis

C182 pilot reported the pilot side window departed the aircraft in flight when the side door was opened for skydive operations.

ACN: 1572526 *(32 of 50)*

Synopsis

King Air BE9L pilot reported a runway excursion while landing due to a tire that blew on departure.

ACN: 1567499 *(33 of 50)*

Synopsis

Pilot of a single engine piston aircraft in a parachute jumping event reported an airborne conflict with an aircraft intruding into the jump airspace.

ACN: 1560023 *(34 of 50)*

Synopsis

Skydive pilot entering the traffic pattern at a non-towered airport reported another aircraft advised them they were descending on top of them.

ACN: 1554191 *(35 of 50)*

Synopsis

C182 pilot reported an airborne conflict with a skydiver and the descending parachute jump plane.

ACN: 1547761 *(36 of 50)*

Synopsis

PA24 pilot reported a NMAC with another light aircraft in the vicinity of 1V6 airport.

ACN: 1545459 *(37 of 50)*

Synopsis

Center Controller reported a parachute jump aircraft descended into a conflict with an air carrier and appeared to ignore the Controller's instructions.

ACN: 1540427 *(38 of 50)*

Synopsis

Pilot and Approach Controller reported having problems communicating with each other resulting in a missed altitude restriction and an airborne conflict.

ACN: 1529217 *(39 of 50)*

Synopsis

C208 pilot reported a runway excursion after hydroplaning during landing rollout on a wet runway.

ACN: 1503278 *(40 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: 1491197 *(41 of 50)*

Synopsis

Skydiving pilot and TRACON Controller reported an aircraft was permitted to fly through the skydiving operation active jump zone.

ACN: 1486294 *(42 of 50)*

Synopsis

Glasair pilot reported an NMAC with a spinning aircraft that descended rapidly through his altitude.

ACN: 1481254 *(43 of 50)*

Synopsis

ZLC Center Supervisor reported a parachute jump aircraft released their jumpers over an airport even though they knew there was an aircraft departing the airport.

ACN: 1469580 *(44 of 50)*

Synopsis

ZDV Center Controller observed a VFR parachute jump aircraft climb through the altitude of an enroute IFR aircraft that the VFR aircraft had been advised of.

ACN: 1465287 *(45 of 50)*

Synopsis

ZAU Center Controller reported parachute jump aircraft routinely enter their airspace without any coordination from the TRACON.

ACN: 1465235 *(46 of 50)*

Synopsis

A PA32R pilot reported a NMAC with a skydiving aircraft while on an IFR flight plan.

ACN: 1409538 *(47 of 50)*

Synopsis

A TRACON Controller reported observing an unidentified VFR aircraft fly through an area of parachute jumping operations.

ACN: 1408358 *(48 of 50)*

Synopsis

ZAB ARTCC FLM reported observing an unidentified VFR aircraft fly through the path of skydivers at 7500 feet.

ACN: 1406892 *(49 of 50)*

Synopsis

A C-208 jump plane pilot reported advising ATC two minutes prior to jumpers exiting and was told of one aircraft headed away from the jump zone. After jumpers departed, the pilot detected an aircraft over the jump zone which ATC had not advised him about.

Synopsis

Albuquerque Center Controller reported of parachute operations that were being conducted within the arrival routes and the confusion surrounding the operations.

Report Narratives

Time / Day

Date : 202107

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZLC.ARTCC

State Reference : UT

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZLC

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Descent

Airspace.Class E : ZLC

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZLC

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Route In Use.SID : KILLY

Airspace.Class E : ZLC

Person

Location Of Person.Facility : ZLC

Reporter Organization : Government

Function.Air Traffic Control : Instructor

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1827510

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Workload

Human Factors : Situational Awareness

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Detector.Automation : Aircraft TA
Detector.Automation : Aircraft RA
Detector.Person : Air Traffic Control
When Detected : In-flight
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 : Chart Or Publication
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Procedure
Primary Problem : Company Policy

Narrative: 1

We were working the Radar Assist position with training in progress. Runway 02 in use at GPI, skydiving was occurring at 58S. Aircraft Y departing on the SID climbing and making a left hand turn over 58S. Traffic advisories had been given most of the afternoon between Aircraft X and departures, also GPI Tower had been advised of skydiving operations. Aircraft X started descending down into GPI and presumably switched to advisories while Aircraft Y was climbing out of GPI. Traffic was called to Aircraft Y and then Aircraft Y responded to an RA. We recommend that jump operations be moved away from the arrival and departures procedures used at GPI. Until this is done we expect further incidences between jump aircraft and GPI departures and arrivals.

Synopsis

A Center Controller reported a conflict between an Air Carrier departure and a satellite airport skydiving operator who was conducting jumps in the vicinity of charted departure and arrival procedures. The reporter stated they anticipate the same situation will become a recurring problem.

Time / Day

Date : 202107

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : SCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 3000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : SCT

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Airspace.Class E : ZLA

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : SCT

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Initial Climb

Airspace.Class E : ZLA

Person

Location Of Person.Facility : SCT.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 15

ASRS Report Number.Accession Number : 1826901

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Human-Machine Interface

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Airborne Conflict

Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Event / Encounter : Ground Equipment Issue
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

I'm working two radar sectors combined. Total normal for the summer. Even if it wasn't normal we don't have the staffing to split it off. I'm working about X airplanes at the time. Sure, not a lot. Two airplanes are going the same direction. I separate the two airplanes via altitude separation. One's an IFR small aircraft (Aircraft Y) west bound on the airway at 10,000 feet. The other is a VFR small aircraft (Aircraft Z) west bound restricted at 9,500 feet wanting 10,500 feet. There's an air carrier jet (Aircraft A) which was a departure off of PSP heading east bound. Then there's this IFR small aircraft (Aircraft B) at 14,000 feet without a proper scratchpad flashing at me from the Center from the east. There are thunderstorms in and around the area so I suspect it's someone deviating. So I call the flight data and get a full route. Of course, thunderstorm or not, it's a bad route. I don't take radar, I have some time to deal with that issue later. Now here are the two players. The first one is what this whole story is about: Aircraft X. I release Aircraft X on the RNAV departure. I then go over and deal with the skydiver at the Banning Airport (BNG). This is a problem. It's been somewhere between 2 to 4 years since someone [opened] a skydiving joint in the middle of a pass in between two large mountains. Many reports [have been filed] about this. Now, I will give you all this much, the skydiving is finally depicted on the VFR chart. However, the folks at SCT have dropped the ball. There's no Letter of Agreement (LOA) with us and the BNG skydiving operation. We have an LOA for every other skydiving organization within SCT. There's no definitive anything on what should or shall happen with any of the procedures. We have a little piece of paper taped to the radar sector for controllers to spout off on the recorded line to invoke their Article 65 rights. Doesn't that seem like a glaring issue? Is it because no one has died yet or there haven't been enough TCAS RAs or significant event/MORs (Mandatory Operation Report) filed yet to have to worry about it? The BNG jumper calls two minutes. I give my two minute call. I call the Hemet sector and give them the notice that the jumper is two minutes out. [I have] to coordinate with a separate sector about a jump zone that is on the border of three airspaces and there's nothing written anywhere about who's responsible for what? The initial altitude for departures off of 31L is 8,000 feet. The lowest altitude you can issue off of 31L is 5,000 feet. There was about a two year period where it

was 400 feet but that changed when PSP was absorbed into SCT. I'd like to mention to everyone that's ever seen the craziness of the Minimum Vectoring Altitudes (MVA) of PSP that the Cath1 departure is runway heading until about 5ish miles before it's a right turn to the east into the valley. So the Aircraft X goes up the final (if you will) to Runway 13R. The MVAs look scary but it's a pretty clear shot...albeit not for very long at all. JEXOT which is the Final Approach Fix for Runway 13R is supposed to be crossed at or above 2900 feet which is 7.5 miles north of the airport. It was also 10 miles visibility and Sky Clear that day. Upon Aircraft X's second call he checked in either at 3,000 or leveling at 3,000. Either way, it wasn't what it was supposed to be. I was literally in disbelief. I asked him again, "Verify assigned altitude?" To see an aircraft where he was at there at 3,000 feet wasn't shocking. It gets a little warm in the summer time at PSP. Climb rates are bad. Once it was verified, it was clear there was a problem. I solved it. I issued "Climb and maintain 8,000." I think I said it twice just in case. [I was told] I should have issued a low altitude alert. The FAA 7110.65 says, "low altitude alert check your altitude immediately the MVA in your area is..." The altitudes are a little hyperbolic but it's the truth. Look at the MVAs. They're insane and there are a lot of them. I didn't assign 3,000 feet. He needed to climb. I believe the .65 literally says, "Give first priority to separating aircraft and issuing safety alerts as required in this order." That's what I did. I separated the plane from the terrain. So Aircraft X is up to 8,000 feet. He's flying the departure. Everyone's separated. He's passing traffic so I assign a higher altitude. "Aircraft X climb and maintain 15,000." He reads back 16,000. I immediately catch it and fix it. He clears a higher MVA so I want to turn him on course. I tell him, "Aircraft X turn left heading 360 when you are able proceed direct to YUCCA." We do this 1,000 times a day. He reads back 260. I catch immediately. "Negative, 360." Honestly, I don't think I used his callsign. That's on me. But he reads it back. Should be fine right? I'm guessing CRM (Crew Resource Management) wasn't optimal that day. He definitely turns right, not left, to a 260 heading. I think it was at this moment that I noticed a VFR aircraft departing the BNG airport within two minutes of jumping. I say, "Safety alert (almost ironically I know since I didn't say low altitude alert with the Aircraft X)" to the BNG jump aircraft and I inform him about the traffic. I know there are safety alerts even though the phrase safety alert isn't phraseology. It gets the message across. I hold the jumper and ask if he's talking to the departure. Unsurprisingly he's not because the departing traffic isn't on the UNICOM. That's when I notice the Aircraft X is turning right instead of left. Now he's heading for terrain and two unsuspecting small aircrafts. I deem that trying to turn back to the left would be a catastrophic decision. I felt that just continuing the right turn but stopping the climb would be the absolute safest decision. So, phraseology didn't work the first time so I go to plain language. I say something to the effect of, "Aircraft X it looks like you turned right instead of left. That's okay, just continue your right hand turn to a heading of 030 and just stop your climb for traffic." Not sure if it matters or not at this point but I did ask the Aircraft X, about two minutes before, when he was out of 3,000 for 8,000 that I wanted to triple check to make sure that he was assigned 3,000 by clearance delivery. So because I had said that, I was a little concerned that maybe the Aircraft X would think that he was in trouble and he might not have been as responsive as I would have liked him to be. That's why I said the whole "that's okay" bit. I just didn't want him to go into a mountain and I didn't want him to say, "you said right not left" all the while he's not turning. It happens way too often. So I stopped his climb. Well, I asked him to...but he didn't. He was at about 8,100 feet when I said stop your climb. He wasn't exactly climbing at 4000 feet a minute either. I could have said climb and maintain 090 but he was converging with a small aircraft that was out of 9,300 feet for 9,500 feet and another small aircraft above that guy at 10,000 feet. Sure I'd have "separation" but I didn't want a TCAS RA. I had hoped he could level off at or around 8,500 feet or so, clear the MVA, not get a TCAS RA and be on with this show. But he kept climbing. I saw this and used a more authoritative voice and said stop your climb for traffic. I probably could have called traffic but there was

a lot going on at the time. I might have called traffic but I don't think I did to the Aircraft X. Center was crying for me to take a hand off on a guy. I told them I couldn't take him. They refused to accept that an answer and kept calling. The VFR aircraft at BNG was posing a dangerous threat. The Aircraft X was turning away from a mountain. I was trying to tell the other two small aircraft about each other but I felt I kept getting blocked. Eventually, the Aircraft X stopped climbing. He said he had traffic in sight. There was no MVA violation with the high terrain. There was no TCAS RA. I got the Aircraft X back on course. I climbed him up and got him on the way. The VFR departure eventually cleared and the skydiver let out skydivers. It all worked out. The Low Altitude Alert (LA) never went off on the radar scope I was working. Hard to believe right? I thought so too. I was shocked about the LA alert going off. This is clearly a pilot deviation. It seems apparent it's a CRM issue. Please intervene and get us an LOA with the Banning jump zone and SCT. The FALCON program that SCT uses is faulted. The LA never went off on the scope. And if I missed it initially, surely it didn't go off continuously over several minutes and thousands of feet in the climb. There's a bug that needs to get addressed with that system.

Synopsis

SCT TRACON Controller reported an air carrier aircraft had departed its assigned altitude below the minimum vectoring altitude and was on a conflicting track with an aircraft departing a satellite airport.

Time / Day

Date : 202107

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 12500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Bombardier/Canadair Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Bombardier/Canadair Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Airspace.Class E : ZZZ

Aircraft : 3

Reference : Z

ATC / Advisory.Center : ZZZ

Aircraft Operator : FBO

Make Model Name : Cessna Stationair/Turbo Stationair 7/8

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 10
ASRS Report Number.Accession Number : 1823435
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Inflight Event / Encounter : Bird / Animal
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Air Traffic Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

Radar controller, no D-side (Radar Assist), significant weather and deviations south of ZZZ. Skydiving aircraft off of ZZZ1 with VFR advisories from Center. Aircraft was performing operations most of the day, multiple jumps, in and out of radar. The location that the operations were occurring were approximately the ZZZZZ intersection on the ZZZ RNAV XX arrival and the ZZZZZ1 fix on the ZZZ [RNAV] Departure. During the incident, Runway XX was active with the Departure in use and aircraft were departing to the north and making a left turn to the southwest, which put them in the approximate location of the skydive operations. The skydiving aircraft [Aircraft Z] was told numerous times that their location was directly in the way of IFR departures and arrivals into ZZZ. ZZZ is and was very busy with IFR traffic at this time. Tower called for two releases on IFR air carrier Aircraft. The first air carrier departed, and ended up being in the same location as the skydiving aircraft. I issued a traffic alert to both aircraft. That was Aircraft X. The second air carrier, Aircraft Y then departed and if memory recalls, I had stopped that aircraft at 9,000 feet on departure anticipating the same scenario as Aircraft X. I again issued traffic, with the skydiving aircraft being at approximately 12,500 feet at this time. The skydiving aircraft then reported that jumpers were away, with the air carrier aircraft directly below. The air carrier pilot reported seeing jumpers in the air and turning to avoid at approximately 6,000 feet below terrain, to which I replied roger. I have brought this up to

managements attention, the day of by notifying the FLM (Front Line Manager) who in turn notified the OMIC (Operations Manager in Charge). We have also forwarded the info to the LSC (Local Safety Committee). Local airspace has gotten involved and we have opened up the Skydiving LOA (Letter of Agreement) to rewrite the LOA and hopefully make some changes. In my opinion, the jump zone needs to be relocated to a safer spot away from ZZZ IFR traffic.

Synopsis

A Center Controller reported a skydiving operation aircraft was operating along the departure path of two air carrier departures. The first air carrier was issued a traffic alert and the second departure turned off course below the Minimum IFR Altitude to avoid jumpers.

Time / Day

Date : 202106

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MWO.Airport

State Reference : OH

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : MWO

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class E : MWO

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : MWO

Aircraft Operator : Corporate

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : MWO

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 750

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 400

ASRS Report Number.Accession Number : 1818615

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Skydiving was occurring at the field. I heard the jump plane on CTAF occasionally. The pilot who took off ahead of me called the jump plane on CTAF asking for the status of the skydivers and received no answer. I then heard that a group was being released from 14,000 feet. I had to do my run-up and checks, but I never saw them. While doing this, I heard another call for release of skydivers from 14,000 feet. I called and asked if the first group was on the ground and someone (not the jump pilot) answered that the only ones up were the ones that had just released. I thought I had a couple minutes before they would be down, so I looked around, didn't see any, and rolled onto the Runway to takeoff. As I was doing this, I heard the jump plane call. It was a very rushed transmission, so I couldn't make out exactly where he was, but I heard the Runway number and gathered that he was coming in to land. I expedited my takeoff, and as I started rolling I saw a skydiver appear from behind my wing. He seemed to be off to the side of the Runway and traveling parallel to it so I did not abort the takeoff as I wasn't sure where the jump plane was and wanted to get out of the way. Well, shortly after I lifted off, the skydiver turned right in front of me. I made a sharp turn to the right, just clearing the trees and ended up buzzing a neighborhood. I got away from the field, re-established a normal climb to altitude, and took a minute to breathe. During this, I ended up too close to final, looked up, and saw the jump plane filling my windscreen. More evasive action.

Synopsis

GA pilot reported an NMAC with a skydiver and jump plane during takeoff and climb from MWO non-towered airport.

Time / Day

Date : 202106

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZNY.ARTCC

State Reference : NY

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZNY

Make Model Name : Gulfstream Jet Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Passenger

Flight Phase : Descent

Airspace.Class E : ZNY

Aircraft : 2

Reference : Y

Aircraft Operator : Corporate

Make Model Name : Light Transport, High Wing, 2 Turboprop Eng

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Descent

Airspace.Class E : ZNY

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1816282

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

After FILPS Intersection we were given a heading of 150 and 4,000 feet for radar vectors, visual 27 SWF. We were in the vicinity of Gardiner PJA, just north of SWF, when I spotted the twin engine jump plane at our 11 o'clock high and one mile in a steep descent parallel to our course. A few minutes earlier we did hear jumpers away. ATC tried repeatedly to contact the jump plane when it suddenly dove to the right and rapidly towards us. I banked the plane hard right, 45 degrees, with a descent. We Simultaneously received a RA for the same. We leveled off at 3000 feet and did a visual landing at SWF. the Jump plane probably came within a few hundred yards of us, I could clearly see it up close passing under our belly to the rear. The Jump plane finally answered ATC and sounded a little excited. We briefed the pax after landing, they had no idea of the event as we are a smooth bunch up front. They were appreciative. All is well. ATC vectored us through the Gardiner Jump area which would have been fine if the Jump plane had been more attentive to the radio at the time. Maybe ATC should keep us out of there in the future? I know we'll be more attentive.

Synopsis

Captain reported an RA Alert while in descent for landing. Pilot took evasive action and landed safely.

Time / Day

Date : 202105
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Final Approach

Component

Aircraft Component : Engine
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1000
Experience.Flight Crew.Last 90 Days : 250
Experience.Flight Crew.Type : 250
ASRS Report Number.Accession Number : 1811311
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Event / Encounter : Other / Unknown
Anomaly.Inflight Event / Encounter : Fuel Issue
Detector.Person : Flight Crew

Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

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

Narrative: 1

We began the day at XA:00, the plane had 13 gallons of fuel on the pilots side, and 11 on the other. Generally we plan for 5-6 gallons per load of jumpers. After releasing jumpers I descended down from 9,000 feet AGL a couple miles east of the airport. Under 3,000 feet AGL on a 2/3 mile straight in approach to Runway XX @ ZZZ, I continued losing altitude as plane with the throttle fully out to lose airspeed. (It was put in every couple thousand feet descending to "clear" the engine.) When the desired speed and altitude was reached, I pushed the throttle in with no response. I enriched the mixture and pumped the throttle, and that also made no change. Checked fuel selectors, mags, etc, all with no luck. I realized the aircraft would not make the runway fairly shortly. Continuing straight in, I would have hit the side of an adobe hill. Right was rougher terrain, so left was the best option. I made an announcement on CTAF but may have been too low at that time. I navigated to the smoothest looking area i could find given the very short amount of time I had to deal with the situation. Dropped full flaps, and slowed down as best I could. The plane touched down, bounced over a few hills, and came to rest slightly upward on another hill. I exited the aircraft thru the pilots door, and looked over the plane, then called Person X to inform him of the situation and was able to text him GPS coordinates. While waiting I checked the fuel level in the aircraft, and the passenger side was empty, while the pilots seemed to have about 7 gallons, however the plane was at a slight angle so could have been inaccurate. Burning 17 gallons of fuel for 3 flights is about normal. Especially considering the slightly lengthy times to climb today.

Synopsis

C182 pilot reported a force landing due to a fuel issue during landing approach.

Time / Day

Date : 202105

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TVY.Airport

State Reference : UT

Altitude.AGL.Single Value : 250

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : TVY

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : TVY

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : TVY

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Skydiving

Airspace.Class G : TVY

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Trainee

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 32

ASRS Report Number.Accession Number : 1805230

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Vertical : 210
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

During our final approach to Runway 35 at TVY, Aircraft Y called simulated engine failure over the radio while they were on the downwind. I was around 500 feet lower at the time of their call with most of my final approach complete. During short final/touchdown we noticed the plane buzzed over the top of our aircraft at about 200+ (ADS-B showing the information) causing undue danger in the event that we had to abort landing for whatever reason. The jump plane pilots have been known to do such events in times past. My instructor radioed to them about their unsafe bafoonery with zero recognition. It was a brief statement about a student pilot (myself) in training. He was quite unhappy with their antics and opted to not escalate it via CTAF bantering.

Synopsis

GA student pilot reported an NMAC during short final to TVY airport.

Time / Day

Date : 202104

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZAB.ARTCC

State Reference : NM

Relative Position.Angle.Radial : 100

Relative Position.Distance.Nautical Miles : 23.5

Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC

Light : Night

Aircraft : 1

Reference : X

Aircraft Operator.Other

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase.Other

Airspace.Class E : ZAB

Aircraft : 2

Reference : Y

Make Model Name : Small Transport

Crew Size.Number Of Crew : 2

Flight Plan : VFR

Mission : Skydiving

Airspace.Class E : ZAB

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization.Other

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 750

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 650

ASRS Report Number.Accession Number : 1802180

Human Factors : Distraction

Human Factors : Situational Awareness

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On [Date] at XA:00Z, my student and I were within 300 ft. vertical from a jump aircraft. We were performing low level ground reference maneuvers in Aircraft X 7nm southeast of E60 at 2,300 - 2,400 ft. MSL. The other aircraft involved was Aircraft Y. We had heard about parachute activity about 15 minutes prior to the event. The issue was that the pilot reporting the drops was using a location reference "Area 51" that is not charted, and was likely stepped on when reporting the geographic location. Our aircraft had been maneuvering at that location for about fifteen minutes before we spotted Aircraft Y. We were about 2300 [ft.] MSL when our panel alerted us to the nearby aircraft. We made radio calls with our position and activities several times as we began our maneuvers. We were headed eastbound as we entered an Eights on Pylon maneuver. Embarrassingly enough, neither me or my student witnessed Aircraft Y approaching and were shocked when we saw it depicted on our ADS-B as being above us +300 ft. This lack of awareness was likely caused by maneuver fixation and is inexcusable as we make a point to clear traffic and call prior to every maneuver. We deconflicted by descending further and continuing our right turn to the south. We flew west and exited the area back to ZZZ. As we were leaving, we heard the pilot of the other aircraft call out and reference the again as "Area 51" and placed it at 5 miles southeast of Picacho Reservoir. Our maneuvers took place 6-7 miles due south of that location. I left the flight with a long list of questions about how we found ourselves sandwiched between a jump plane and the ground. How did I let that other aircraft get the jump on me? Did he even see us? Where the heck is "Area 51"? How big is this "dropzone" and how was our location a factor? I do bear some responsibility for the incident as I did not observe the aircraft approaching. I did not ask for clarification of the dropzone in a congested airspace with busy practice area frequency. The drop plane made very few calls for how busy the airspace was. I would imagine that the pilot was under the impression that everyone on the frequency knew where this dropzone was located. I also doubt the pilot of Aircraft Y was aware of our location as he did not maneuver in a way that made sense for traffic avoidance. I will be putting extra focus on my traffic avoidance practices. My communications left something to be desired as I did not call the aircraft up before, during, or after the event. I will be working on being more clear about what I am doing in the practice area and repeat it every so often in the event that an aircraft did not hear about my activities. I will also be reaching out to

our Chief Pilot to figure out if we can open a dialog with the jump company as to where their drop zones are.

Synopsis

Instructor reported an NMAC event during a training flight with an aircraft that was dropping skydivers.

Time / Day

Date : 202103

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : 7F3.Airport

State Reference : TX

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class E : ZFW

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Flight Plan : None

Mission : Skydiving

Flight Phase : Final Approach

Airspace.Class E : ZFW

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Air Traffic Control.Radar : 50

Experience.Air Traffic Control.Non Radar : 50
Experience.Air Traffic Control.Military : 6
Experience.Flight Crew.Total : 26000
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 1791581
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 200
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

While returning to 7F3 on a student training flight I was informed on the CTAF that there were numerous powered parachutes(PPC) in the vicinity of the airport. One pilot stated that 2 PPC were at 1,500 ft. on downwind to Runway 18, the runway in use. Another pilot had to abort his landing because of 2 PPC over the runway as he was approaching the runway on a simulated engine out pattern. There were approximately 12 PPC's in the air and I could see that they were interfering with approaches, upwind legs and on downwind. After maneuvering to avoid them I changed the pattern to a non standard right pattern and still encountered them on that side of the airport at different altitudes. They do not have radios, and being slow are hard to see, especially the light of a low, soon to be setting sun. This is a very unsafe airport , especially for training, when these PPC's are operating. 7F3 is a high student pilot training facility and this needs to be addressed ASAP.

Synopsis

An instructor pilot returning to land reported numerous powered parachutes fly in the vicinity of this airport causing conflictions with aircraft arriving and departing the VFR pattern.

Time / Day

Date : 202101

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 165

Relative Position.Distance.Nautical Miles : 3

Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

Make Model Name : Twin Otter DHC-6

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Skydiving

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class G : ZZZ

Component

Aircraft Component : Exterior Pax/Crew Door

Problem : Failed

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 2200

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 600

ASRS Report Number.Accession Number : 1780845

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Returned To Departure Airport
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Upon departing ZZZ to the south southeast for skydiving operations, I leveled the aircraft to maintain vertical separation from a cloud layer. After leveling the aircraft, I proceeded in the same direction towards an area of no cloud cover. I believe leveling/increasing speed of the aircraft while having the passenger window open in the cockpit, created unequal pressure and caused the sliding door to implode. I immediately reduced speed and began to change direction back towards ZZZ. The imploded door then exited the aircraft, striking the horizontal stabilizer and fell to the surface in pieces into what appeared to be a wooded area. After landing safely I proceeded to scout the area where the debris landed in another airplane. No debris, damage, gatherings or any activity regarding the incident were observed.

Synopsis

Pilot flying DHC-6 aircraft reported cabin door departed inflight.

Time / Day

Date : 202008

Local Time Of Day : ZZZ

Place

Locale Reference.ATC Facility : P80.TRACON

State Reference : OR

Altitude.MSL.Single Value : 7200

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : P80

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

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Descent

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : P80

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

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Descent

Route In Use : VFR Route

Person

Reference : 1

Location Of Person.Facility : P80.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1758595

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Airborne Conflict

Anomaly.Deviation - Track / Heading : All Types

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Detector.Person : Air Traffic Control

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

Assessments

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

Narrative: 1

While I was working an arrival sector I was controlling Aircraft X descending on the ZZZZZ arrival. I was also controlling Aircraft Y that was dropping jumpers from 14,000 ft. directly east of the ZZZZZ arrival. Once Aircraft Y advised me that he dropped his jumpers I saw a potential conflict between Aircraft Y descending to their airport and Aircraft X descending on the arrival. To resolve this conflict I instructed Aircraft Y to descend east so that the aircraft would descend away from Aircraft X. Aircraft Y did not proceed as I instructed and instead turned west bound and continued to descend on top of Aircraft X. As soon as I saw Aircraft Y ignoring my instruction and descending west I issued traffic to Aircraft X and instructed him to turn northwest bound heading 330.

Aircraft X did not hear my initial instruction and I had to repeat with a traffic alert and a further turn northwest bound heading 310. Not only is the pilot of Aircraft Y ignoring my instructions a safety risk but the LOA (Letter of Agreement) that is in place with these skydive operations is not specific enough to keep these operations at a safe distance from our ZZZZZ arrival. As long as I have been working here this has been a safety issue. The pilots of these skydive operations have been allowed to practice unsafe operations without any repercussions.

To prevent a reoccurrence of this event I think there should be a dialogue between our facility and the pilots of these skydive operations. If there is one already then I am not aware of this because there appears to be no transparency between the controllers and management. I also think that the LOA we have in place with Company A and Company B are not specific enough to ensure a safe operation between skydiving and aircraft descending on the arrival. The LOA between TRACON, Company A and Company B should be re-written to ensure the safe operation of aircraft within the TRACON airspace.

Synopsis

An Approach Controller reported an airborne conflict between a parachute jump aircraft and an air carrier on arrival.

Time / Day

Date : 202008

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator.Other

Make Model Name : Cessna Stationair/Turbo Stationair 6

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Skydiving

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 : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 445
Experience.Flight Crew.Last 90 Days : 167
Experience.Flight Crew.Type : 219
ASRS Report Number.Accession Number : 1757693
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 20
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was flight instructing in Aircraft X. After our runup, we thoroughly cleared the area for other traffic, which for us involved a 360 degree turn in the runup area to scan for traffic, and proceeded to make our full radio call with intentions to takeoff runway XX before rolling onto the runway. We also performed a radio check and we able to verify other aircraft talking on the radio, none of which were a factor for our departure. ZZZ airport taxiway A4 was designed to transition aircraft onto runway XX at an angle so that they would have good visibility of other landing traffic, so when we do our checks left and right before crossing onto the runway we are very easily able to identify traffic on final or base. We did our checks left and right and saw no other aircraft coming in. We did not delay on our roll, taxiing right onto centerline and applying full throttle without pause. About 500 feet down the runway, we felt our airplane shake and saw another aircraft (Aircraft Y) fly overhead in the same direction, presumably doing a go-around to avoid crashing into us. We were almost at rotation speed and I felt that the safest thing to do would be to continue the takeoff and get out of the way, so we did, as I watched Aircraft Y peel off in a steep climbing turn to the left. While peeling off upwind the pilot made a radio call "short left base 34" and proceeded to make a tight 360 degree turn and land halfway down the runway behind us. This was the first time he had used the radio, and I was able to later verify by listening to the archives.

The skydive operation at ZZZ has a reputation for negligent practices when it pertains to traffic patterns. What they do all day every day is drop their divers off at 14,000 (10,000 AGL) directly above the airport and then proceed to divebomb into an incredibly steep downwind and base, and turn final just off the approach end of the runway. They descend 10,000 feet in half of a traffic pattern and anybody else who is in the pattern is going to be in danger of not seeing them descend upon them. In this situation, I believe what happened is that the aircraft was positioned so high and tight on his base, that he was out of our view. It doesn't help matters that he never made a single radio call on downwind, base, final, anything. We did make our own radio call that we were departing rwy XX well

before crossing the hold short bars, there was at least a 15 second period where the pilot could have used his own radio to say "Hey I am on final XX, please hold short".

I believe that it is very important that this be brought to somebody's attention, because it is not the first instance of this skydive operation putting their own and other's lives in danger. There cannot continue to be issues with them that are "too small and too spaced out to report to the FAA" until somebody gets hurt eventually.

Synopsis

Pilot reported an aircraft over flew their aircraft while on departure roll.

Time / Day

Date : 202008

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : ZZZ

Make Model Name : King Air C90 E90

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Cruise

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Captain

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1610

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 100

ASRS Report Number.Accession Number : 1755280

Human Factors : Confusion

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 0
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

Cessna missed my skydiver with only 50 ft. to spare. I announced on [frequency] and talked with Approach and was one minute prior to jump run. These close encounters continue to happen in the area.

Synopsis

Pilot reported another aircraft nearly hitting the skydiver.

Time / Day

Date : 202008

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

Make Model Name : Cessna Stationair/Turbo Stationair 6

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Skydiving

Flight Phase : Descent

Route In Use : None

Component

Aircraft Component : Powerplant Fuel Distribution

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 305

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 12

ASRS Report Number.Accession Number : 1755232

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Event / Encounter : Fuel Issue

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On descent from a jump at 13,000 MSL, I noticed my fuel flow had dropped to zero. Finding that odd I added throttle to see if it would increase. Nothing happened and manifold pressure remained roughly the same. After determining that the engine may have failed, I ran the memory items - fuel fullest tank, as both isn't an option mixture, rich, prop control full forward circuit breakers in, fuel pump on and mags on both. The fuel flow remained at zero. Given the large amount of time during descent, I cycled mixture, fuel pump, and fuel selector hoping something would revive the engine. It surged to life briefly a few times but never ran. I also noted the fuel gauges were not reading empty. The dead stick landing was successful on Runway XX at ZZZ, and was able to hold enough momentum to clear the runway.

After securing the airplane I took a few moments to collect myself. I then sticked both tanks and noticed there was 6-7 gallons in each tank. Airport Operations and the owner met me on the taxiway. The owner, reportedly a pilot and A&P, then entered the aircraft and attempted to start it. It ran for a few seconds before again, dying. He then stated it must be vapor locked given its behavior along with the incredibly hot day we were experiencing. Aircraft was towed back to the Ramp and allowed to cool. [It] will be inspected before [the] next flight. In the future I'll be more aware of proper leaning, CHT (Cylinder Head Temperature), EGT (Exhaust Gas Temperature) at altitude on high density altitude/temperature days, especially in these tired old jump planes.

Synopsis

Pilot reported loss of engine power resulting in an emergency landing.

Time / Day

Date : 202007

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory. TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Descent

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory. TRACON : ZZZ

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Descent

Airspace.Class E : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1750635
Human Factors : Communication Breakdown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
ASRS Report Number.Accession Number : 1750639
Human Factors : Distraction
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1
ASRS Report Number.Accession Number : 1751783

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

While descending via the STAR, we were called out as traffic to Aircraft Y that had dropped its jumpers and was descending steeply back to their airport to the east of our arrival corridor. The aircraft was not called out to us as traffic but both the First Officer and myself had the aircraft in sight and determined its path not to be a threat to our flightpath. As the Cessna descended through our altitude, making counter-clockwise turns, we received a TCAS RA to "LEVEL OFF" and the First Officer disconnected the automation

and leveled the aircraft at approximately 8,000 ft. I communicated our response to the RA to the approach controller and within seconds of leveling off the RA extinguished and we resumed descending on the arrival without further incident.

Aircraft descending VFR in close proximity to arrival corridor caused our TCAS to issue a RA. At no time did the approach controller alert us to the position of this aircraft, though both pilots had the Cessna in sight, and the controller never indicated to the Cessna that they should move away from the arrival corridor. Approach should more actively separate skydive aircraft from the STAR course when aircraft are descending on the arrival.

Narrative: 2

While on the RNAV STAR we were descending between 9,000 ft. and 7,000 ft. We heard Aircraft Y was on frequency and had just released skydivers. The aircraft was now in the descent for landing. Approach had just issued a traffic call informing the pilot of our aircraft heading northbound. The pilot said he had us in sight and would maintain visual separation. Approach then handed him over to advisory frequency. Close to only 1 minute later the descending Aircraft Y, was now passing through our altitude and was approximately 1 mile east of our aircraft. At this time we saw it bank hard into a left-hand turn, which placed him turning into our direction. Just before he banked into the turn we received a Traffic Alert from TCAS. Just after he banked in our direction our TCAS issued a Resolution Advisory which dictated to monitor vertical speed to close near 0 FPM descent rate. Although we had traffic in sight, I complied with the RA in case other factors I was unaware of were being considered by TCAS. We informed Approach we had received an RA because of the other aircraft and told them that we had indeed taken corrective action. We continued the approach and landing as normal.

This event was caused by Aircraft Y electing to turn towards our aircraft while descending into his base of operations. Having already having told ATC he had us in sight I do not believe ATC made an incorrect decision to allow them to switch to advisory frequency prior to assuring that he posed no threat to our flight. Aircraft Y did not give enough space between his aircraft and ours.

Narrative: 3

Working the X sector with a small arrival and departure push. Aircraft Y was climbing for his first jump of the day to 14,000' with jumpers just east of the STAR. Aircraft X was descending via the ZZZZZ STAR about 3 miles southwest of the jump aircraft. Aircraft Y advised me that his last jumper was away and we was beginning his descent. Per our LOA I issued the position of Aircraft X, terminated radar services and approved a frequency change. I believed Aircraft Y to be in a position where he was no factor for the Aircraft X flight. I moved onto other tasks and when I looked back at a clutter of data blocks I saw Aircraft Y abeam Aircraft X turning toward him at 8500'. Aircraft X reported a TCAS RA from the jump aircraft and that he was leveling at 8000.

The Aircraft Y LOA was followed by both parties and still caused this safety event. I suggest we revisit the Aircraft Y LOA and amend the altitudes or change the climb/descent zones. The current verbiage in the LOA allows him to turn in any direction out of 8500' while descending at 4000+ FPM directly next to a STAR crossing restriction of 9000-7000'. Amending this to an altitude below the crossing of the STAR or requiring an eastbound descent would make this operation procedurally separated reducing the controller workload drastically during busier traffic.

Synopsis

Air carrier flight crew and TRACON Controller reported an airborne conflict for skydive operation aircraft which maneuvered too close to a commercial fixed winged aircraft.

Time / Day

Date : 202007

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 275

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 4200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Weather Elements / Visibility.Other

Light : Daylight

RVR.Single Value : /

Aircraft : 1

Reference : X

Aircraft Operator : Air Taxi

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Skydiving

Flight Phase : Climb

Route In Use : None

Airspace.Class E : ZZZ

Aircraft : 2

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 448

Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 122
ASRS Report Number.Accession Number : 1750275
Human Factors : Confusion

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 800
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was the pilot in command of Aircraft X climbing out of ZZZ carrying four passengers up to 13,000 ft. MSL for tandem jumps. Approximately three miles west of the field, at an altitude of 4,200 ft., a tandem instructor and I spotted a yellow, high wing, single engine aircraft approaching from our 2-3 o'clock at the same altitude and on an intersecting course, less than 1,000 ft. horizontally from our aircraft. I immediately banked the aircraft to the left and began a descent in order to avoid a collision. The yellow high tail in question did not appear on our ADSB-in receiver and air traffic control never gave us a call regarding that aircraft, suggesting that the aircraft was not ADSB equipped or had its ADSB equipment turned off.

Synopsis

Pilot reported a airborne conflict with another aircraft.

Time / Day

Date : 202007

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : C44.Airport

State Reference : CT

Relative Position.Angle.Radial : 359

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 3500

Aircraft : 1

Reference : X

Aircraft Operator : Corporate

Make Model Name : King Air C90 E90

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Initial Climb

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1550

Experience.Flight Crew.Last 90 Days : 75

ASRS Report Number.Accession Number : 1749064

Events

Anomaly.Conflict : NMAC

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

Primary Problem : Human Factors

Narrative: 1

I was taking a load of skydivers over ZZZ and had a small aircraft miss me by under 500 ft. I was in a left hand climbing turn in the pattern just of runway 070. I contacted Rockford APP. and after 20 seconds was told there was traffic near me. We have a notam for skydiving over the airport and also he did not use flight following and also did not respond on 122.7. In this area lots of planes take off from ZZZ1 and overfly the field without any communication.

Synopsis

King Air C-90 Pilot reported an NMAC event during a NOTAM'ed sky diving operations area.

Time / Day

Date : 202003

Local Time Of Day : ZZZ

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1600

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Light Sport Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Route In Use : None

Airspace.Class G : ZZZ

Aircraft : 2

ATC / Advisory.CTAF : ZZZ

Aircraft Operator.Other

Make Model Name : Small Aircraft

Flight Plan : None

Mission : Skydiving

Flight Phase.Other

Airspace.Class G : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization.Other

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 250

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 225

ASRS Report Number.Accession Number : 1734751

Human Factors : Distraction

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 0
When Detected.Other
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was training a student out of ZZZ, which happens to be a parachute drop airport as well. After training, about 40 minutes doing landings, the drop plane began to make a descent. I was making calls for every phase of the traffic pattern (crosswind, downwind, etc.) when I get an alert for traffic. I look out to my right when I see the drop plane on a collision course with my student and myself (we are abeam the numbers on downwind). I make a call on the radio informing the pilot that the correct entry is midfield downwind and that he is less than 300 ft. from colliding with my aircraft. The jump plane spiraled down from 5000 ft. + MSL to 1600 ft. MSL in a matter of a couple minutes and tried to enter a short base for the runway. If the plane entered the pattern at midfield downwind, this could've been avoided.

Synopsis

Instructor pilot reported a NMAC with a parachute drop plane that made a nonstandard entry into the traffic pattern.

Time / Day

Date : 201909

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3500

Environment

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Corporate

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

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Skydiving

Flight Phase : Descent

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 665

Experience.Flight Crew.Last 90 Days : 90

Experience.Flight Crew.Type : 265

ASRS Report Number.Accession Number : 1687814

Human Factors : Training / Qualification

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Detector.Person : Flight Crew

Were Passengers Involved In Event : N

When Detected : In-flight

Result.Flight Crew : Diverted

Result.Flight Crew : Landed in Emergency Condition

Result.Flight Crew : Inflight Shutdown

Assessments

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

Narrative: 1

Following release of skydivers at 9,000 feet MSL, I set RPM at 2,300 and manifold pressure of 15 in. Hg, the bottom of the green arc. The settings were maintained throughout the descent. I maintained a steep descent by using a side slip alternating left and right using full rudder. While in a slip between 3,000-5,000 feet the engine lost power. My first thought was that I had unported the fuel tank drain so I leveled the wings and pitched for level flight but the engine did not recover. I checked every cause I could think of but don't remember the order. The engine instruments were all in the green except manifold pressure. I knew the conditions were conducive to carburetor ice so I pulled the carb heat. I am not sure how long I left it on but when I did not hear any change in engine performance I turned it off. I alternated tanks on the fuel selector valve several times before putting it back on both. I realized I was not going to make the field so I selected a hay field and landed. I pulled the carb heat halfway out at some point on the final descent because that's where it was when I shut the engine down at the end of the landing roll. The engine was making power and running smoothly at the end of the landing roll. I am now convinced I had carburetor ice which I failed to recognize because I did not leave the carburetor heat on long enough.

Synopsis

C182 pilot reported an engine failure in descent, resulting in an off-airport landing.

Time / Day

Date : 201909

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 17500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 15000

Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : FBO

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Skydiving

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 664

Experience.Flight Crew.Last 90 Days : 168

Experience.Flight Crew.Type : 263

ASRS Report Number.Accession Number : 1681882

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Observer

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Procedure

Contributing Factors / Situations : Weather

Primary Problem : Procedure

Narrative: 1

I took off from ZZZ to conduct skydive operations. VFR conditions prevailed and VFR flight was maintained through the duration of the flight. I climbed to the south of the field. The climb was to level off to a jump altitude of 17,500' MSL over the airfield. A scattered layer of clouds approximately 2000' AGL started to form south of the airfield and appeared to be moving northwest at a slow pace during my climb. The plan was to conduct a jump run parallel to the extended centerline of Runway XX/XY with an offset of 0.2 NM south of the airfield. During the climb I communicated with the Ground Spotter directly on how our plan was looking. Furthermore, appropriate calls were made both to Approach and the local CTAF frequencies, and supplemental oxygen was utilized.

Due to the clouds moving north, we agreed that we would move jump run 0.4 NM north from the original spot which placed the aircraft 0.2 NM north the centerline of Runway XX/XY. Upon turning base leg for jump run at an altitude between 16,000' MSL and 17,000' MSL, I had the drop zone in sight, and I double checked with my Ground Spotter to confirm that the modified jump run plan held integrity. My primary visual reference on jump run is a sight picture of the foothills/mountains. This sight picture is attained by establishing the desired offset through GPS way points programmed into a Garmin G430. These way points define the extended centerline of Runway XX/XY.

Once stabilized and configured on jump run, I confirmed one last time with my Ground Spotter that our spot was appropriate for skydiving operations. After verbal confirmation with my Ground Spotter, I set the jump light to amber which signifies to the jumpers that they can open the door of the aircraft and spot their landing. Shortly thereafter, I set the jump light to green which signifies to the jumpers that they can jump, provided they have spotted their landing area. Once again, appropriate radio calls were made both to Approach and CTAF. The information available to me provided no reason to withhold jumpers from conducting their jump. All jumpers left the aircraft. As soon as jumpers were away, I got an additional call from a different ground crew member to "red light" or stop jumpers from exiting the aircraft. It was unfortunately too late as all jumpers had exited. I descended maintaining VFR, and landed at ZZZ. All jumpers made it back to the designated drop zone without issue. I feared jumpers may have gotten too close to the scattered clouds that were developing.

I believe there are a few factors contributing to this occurrence. First and foremost, the changing weather and developing clouds moving north are the centerpiece of this occurrence. Secondly, the jumpers' decision to get out of the aircraft is their responsibility just as much as it is mine. As stated previously, my perception of the situation at hand

gave no reason to withhold sky dive operations. I provided the jumpers with the criteria they needed to conduct a safe jump. Jumpers have the best view of the drop zone out of anybody, and must decide if they can maintain the criteria for a safe jump (cloud clearances, safe landing at the designated drop zone, etc.). Although corrective actions couldn't be applied to the stated occurrence, I decided to put jump operations on a "weather hold" until ALL clouds were well clear of the drop zone.

Synopsis

Sky dive pilot reported possibly canceling the jump due to clouds in the area, but decided against it.

Time / Day

Date : 201907

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3700

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZTL

Aircraft Operator : FBO

Make Model Name : Twin Otter DHC-6

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Initial Climb

Airspace.Class E : ZTL

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZTL

Aircraft Operator : Personal

Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : ZTL

Person

Reference : 1

Location Of Person.Facility : ZTL.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 26.0

ASRS Report Number.Accession Number : 1669809

Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

Aircraft X had previously conducted parachute jump operations. Aircraft Y was a VFR overflight southbound passing east of the airport. Aircraft Y had been handed off to Approach and a communication change completed. I observed a beacon code east of the airport climbing toward Aircraft Y. I suspected the beacon code was Aircraft X. I quickly confirmed beacon code assignment with the EDST (En route Decision Support Tool). Even though Aircraft X hadn't called on frequency, I issued a traffic alert to Aircraft X to turn left immediately just hoping the aircraft was monitoring my frequency. Aircraft X was on frequency and turned left immediately. I gave additional information on the traffic type and location. Aircraft X saw traffic and barely avoided it. Radar targets nearly merged at the same altitude. Aircraft X then stated that traffic information just appeared on "the box." Normal operations then resumed.

[I suggest the jump operator] call via land line 10 minutes prior to initiating jump operations to allow for tactical adjustment of non-participating aircraft. [ATC could] sterilize the airspace in a 10 mile radius around the airport from initial call for jump operations until last jump completed. ATC should conduct quarterly telephone conferences and yearly face-to-face meetings with jump operators to ensure that existing procedures are being adhered to and to make any necessary adjustments.

Synopsis

A Center Controller reported an NMAC between parachute jump aircraft and a VFR aircraft.

Time / Day

Date : 201907

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SJU.Airport

State Reference : PR

Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : SJU

Aircraft Operator : Air Taxi

Make Model Name : Small Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Mission : Passenger

Flight Phase : Cruise

Airspace.Class E : TJZS

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : SJU

Make Model Name : Beechcraft Twin Turboprop or Jet Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Mission : Skydiving

Flight Phase : Cruise

Airspace.Class E : TJZS

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1665706

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

We were in cruise 3 miles north of the shoreline near TJAB airport. We usually stay north of the shoreline due to parachute activity at TJAB going to and from TJSJ and ZZZZ. We normally get advisories of jumping activity and we tell them we are staying north or San Juan Center gives us direction to stay away from the area. Today, we were at 4,500 feet MSL in cruise 3 miles north of the shore heading west bound. We had flight following from TJSJ in route to ZZZZ. We were on with San Juan Departure at 119.4. We heard a King Air at 10,000 feet reporting jumper away at the same time we were passing by. I was looking out my window to see if we could see them. No visual contact. We did not get any traffic advisories from ATC. Suddenly, I spotted the King Air at my 7 to 8 o'clock about 500 feet above me heading right for me but in a turn back to the coast line. I was close enough to see the tail number. I took immediate action and turned right to give us some space. I do not believe the King Air saw us as his belly was mostly pointing to us. A few moments later, ATC switched us over to San Juan Center at 118.75. We did not mention it over the frequency, but some of our passengers noticed how close the plane was. It was VFR, however, this plane was also on frequency and squawking a code and no advisories from them. We were extremely close. The flight ended in safety but wanted to file a report anyway. Lack of advisories from ATC. Luckily we were watching for it or something might have happened.

Synopsis

Air taxi Captain reported an NMAC with a King Air in the vicinity of TJAB airport.

Time / Day

Date : 201907
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 2300

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator.Other
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Skydiving
Flight Phase : Descent
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Component

Aircraft Component : Magneto/Distributor
Aircraft Reference : X
Problem : Failed
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 354
Experience.Flight Crew.Last 90 Days : 46
Experience.Flight Crew.Type : 170
ASRS Report Number.Accession Number : 1662089

Human Factors : Situational Awareness
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

After a routine, start up, run-up, and takeoff from ZZZ, with 4 tandem sky divers aboard, we climbed to 10,000 feet MSL, I announced to Approach as usual 1 minute prior to jump. Everything went normal the jumpers jumped out of the plane and nothing happened until the descent. I was circling ZZZ to keep the jumpers in sight because Approach tells me to notify when jumpers are no factor. When I was around 7,000 feet MSL I noticed an abrupt loss of engine power, specifically the manifold pressure gauge decreased close to 0 inches. The engine kept sputtering for a few seconds almost like it was from fuel starvation, but eventually seemed to turn off as if the mags were off when they were still on both. I immediately started my engine failure in flight memory items checklist for a C-182. I either missed or did the magneto check too fast because the engine did not start back up. I informed Approach that I had no engine power, [requested priority handling], and squawked XXXX. I then executed the forced landing checklist and landed with no power at ZZZ on Runway X, with around 9 gallons aside. When I was on the CTAF and landed, the operator of the plane told me to try turning the plane back on with the left mag only, and the plane turned on as if there was no problem. Shortly after, we had an A&P look at it and decided it was the ground for the right magneto was making the magneto misfire at the wrong time.

Synopsis

C182 pilot reported loss of engine power while circling over an uncontrolled airport.

Time / Day

Date : 201906

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Corporate

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

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 : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Skydiving

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 5000

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 3000

ASRS Report Number.Accession Number : 1655535

Human Factors : Situational Awareness

Human Factors : Confusion
Human Factors : Distraction

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Arriving from the NNW we announced we were 10 miles away from the airport. At about 2 miles from the airport we hear an aircraft announce there were "jumpers away at 14,000 feet". We maneuvered to enter a crosswind at 2,000 feet as to not conflict with them. As we were turning downwind the skydive airplane announced he was entering downwind. I asked his position and altitude and he said midfield at 6,000 feet. I didn't have him in sight and asked his intentions as it seemed we were approximately in the same position only lower. He responded and shortly afterwards I saw him in an extremely steep dive in front of us. He broke off his approach coming close enough to us that our TCAS (Traffic Collision Alerting System) RA (Resolution Advisory) alert signaled us. We had a brief exchange of words over the radio and we landed safely. Emphasis on collision avoidance and proper traffic pattern procedures should be practiced by the skydive airplane's pilot. He is going to kill someone if he continues to fly in a reckless manner.

Synopsis

C525 pilot reported an aircraft entered the VFR traffic pattern from too high of an altitude was in conflict with them on downwind.

Time / Day

Date : 201906

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : UUU.Airport

State Reference : RI

Relative Position.Distance.Nautical Miles : 25

Altitude.MSL.Single Value : 4600

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 9

Light : Daylight

Ceiling.Single Value : 7000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : UUU

Aircraft Operator : Personal

Make Model Name : Beechcraft Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class E : ZBW

Aircraft : 2

Reference : Y

Make Model Name : Cessna Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Climb

Airspace.Class E : ZBW

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 : 322

Experience.Flight Crew.Last 90 Days : 7

Experience.Flight Crew.Type : 7
ASRS Report Number.Accession Number : 1651171
Human Factors : Distraction
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Airborne Conflict
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I fly with an iPad running ForeFlight and using an external AHARS/ADSB-In receiver (Sentry). My aircraft is not equipped with ADSB In/Out. While in cruise flight at 4,600 ft MSL on a heading of 180 degrees, my iPad suddenly showed a target less than a mile ahead of me and 500 ft below me. Sometimes a very close target that shows up is a 'ghost' target of my own aircraft which is what I suspected this target was initially. I was looking for traffic out of the windows, and I wanted to turn to avoid the traffic but the target was right on top of my own aircraft on the screen yet below me. I did not know which way to turn so I maintained course until I was able to finally make visual contact with the other aircraft, which was climbing from below and through my altitude at my 2 o'clock position and about 1,000 ft away. Upon visual contact I began an immediate left turn and a few moments later the pilot of the other aircraft saw me and began a right turn and the conflict was resolved. This was the classic high wing aircraft climbing up into a low wing aircraft so both pilots' views were restricted. I think the other aircraft was a parachute jump plane because it appeared their back door was removed. VFR flight following would have helped me in this case by providing traffic advisories and I will be more diligent about using ATC services even when flying VFR.

Synopsis

Beechcraft Bonanza pilot reported observing a traffic conflict on ForeFlight. When visual contact was made the pilot reported taking evasive action.

Time / Day

Date : 201905
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZLA.ARTCC
State Reference : CA
Altitude.MSL.Single Value : 11500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZLA
Aircraft Operator : FBO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Cruise
Airspace.Class E : ZLA

Aircraft : 2

Reference : Y
ATC / Advisory.Center : ZLA
Aircraft Operator : Personal
Make Model Name : Cessna 400
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Cruise
Airspace.Class E : ZLA

Person

Reference : 1
Location Of Person.Facility : ZLA.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5.0
ASRS Report Number.Accession Number : 1649832
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Aircraft X was doing parachute operations to an airport. I asked them to give me a 2 minute warning prior to release. The airway they operate on is one of the busiest routes [in the area]. It gets inundated with both IFR and VFR traffic daily. Holiday weekends are worse. Prior to Aircraft X giving me the warning I began calling traffic about Aircraft Y, who was transiting west to east along the airway. I called traffic a total of three times. I asked Aircraft X where he would be releasing the jumpers. He said right over the airport. I asked if it was ok with Aircraft X to put Aircraft Y about a mile or so north of the airport. Aircraft X replied in the affirmative. That's where I put Aircraft Y. Aircraft Y said he had the other aircraft and the jumpers in sight and I instructed him to resume own navigation.

Aircraft X then says something to the effect of "that guy flew right under me" to which I replied "I told you where he was going, I asked if he was ok there and you said yes." Then out of anger and disgust I terminated his services and frequency changed him. Hindsight being 20/20 there were other things I could have done, but at the same time it is a shared responsibility. I warned him about the traffic, and he acknowledged. I would recommend looking into the Aircraft X operation at ZZZ, this isn't the first incident with this company over the years. They have routinely been a problem in the airspace surrounding the airport. We have an LOA with them that they don't comply with. We have instructed them to hold jumpers due to traffic and they refuse.

Synopsis

ZLA ARTCC Controller reported they assigned a VFR aircraft a route to avoid a Skydiver aircraft, but the Skydiver aircraft reported the VFR traffic flew underneath them.

Time / Day

Date : 201902

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZAB.ARTCC

State Reference : NM

Altitude.MSL.Single Value : 8000

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZAB

Make Model Name : Small Aircraft

Flight Plan : IFR

Flight Phase : Cruise

Route In Use.Airway : V105

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZAB

Aircraft Operator : Military

Make Model Name : Military Transport

Crew Size.Number Of Crew : 4

Operating Under FAR Part : Part 91

Mission : Skydiving

Person

Reference : 1

Location Of Person.Facility : ZAB.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1622395

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Airborne Conflict

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Inflight Event / Encounter : Object

Detector.Person : Flight Crew

Miss Distance.Horizontal : 0

When Detected : In-flight

Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Aircraft X reported there are parachutes off his left side less than half a mile at his altitude. He reported about a dozen parachutes. He adjusted his course to the right to miss them. He said that if he had stayed on V105 he would have hit them. We were not talking to any jump aircraft at AZ04 at the time. We then noticed a 1200 code maneuvering at 175. We tracked the aircraft and another IFR aircraft into TUS had to adjust his course to miss the aircraft and he reported that it was an [Aircraft Y]. I called the ZZZ jump school who told me that [Aircraft Y] had flown in yesterday. [Jump School] briefed them for operations at ZZZ and then the pilot told them that they would be dropping at AZ04. [Jump school] told them that they needed to contact ZAB for operations at AZ04. I asked him if he had a contact number for the pilot. He said that he would try to have them contact us. We were able to have the pilot call the Operations Manager. The pilot admitted to doing a HAHO [High Altitude High Opening] drop at AZ04 without talking to ZAB. This pilot violated several FAR's and created a near mid-air with a non-participating aircraft operating IFR in the NAS. The number, frequency, several locations and type of jump operations in Sector 46 is by far more than anywhere else in the world. The FAR's were never created for these types of operations. These operations, on an everyday basis, at several locations, create a very real hazard to the NAS. Every single controller that tries to maintain some sort of safety on that sector will tell you that the FAA will not take action to address the jump operations until someone dies. There will be a fatality in that sector due to jump operations in the very near future if these types of operations are allowed to continue. The FAR's need to be changed. There needs to be regulation in place that ensures that jump operations are contained in a TFR, warning area or restricted airspace. Aircraft should not be allowed to throw objects out the back of an airplane that will collide with other non-participating aircraft.

Synopsis

Center Controller reported skydivers that were not supposed to be dropping out of the sky, close to an aircraft that reported the parachutes.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1800

Environment

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

Aircraft

Reference : X
Aircraft Operator.Other
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Skydiving
Flight Phase : Descent
Route In Use : Visual Approach

Component : 1

Aircraft Component : Engine
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Fuel Distribution System
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization.Other
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 : 354
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 1583876
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown
Anomaly.Inflight Event / Encounter : Fuel Issue
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition

Assessments

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

Narrative: 1

I was flying a jump plane with jumpers aboard the aircraft. I departed ZZZ airport and climbed to 10,500 MSL. The jumpers exited the plane without incident. I saw both parachutes open and I began returning to land at ZZZ.

During my descent to pattern altitude, I noticed a drop of RPMs to around 800 while the power was all the way in. I began to descend at a more rapid rate and was no longer producing thrust. I was around 1500-1800 feet at this time and about 3 to 4 miles north of runway XY. The wind was out of the south around 10 to 15 knots and some gusts reported to 18 knots. With no thrust, a decent headwind, and low altitude, I knew I was not going to make the runway.

I chose a field about a mile to the south and executed an off airport emergency landing. I was too low and over trees and was focused on finding a point to set down. I did not have time to run any checklist or try and restart. As I was coming down to pattern altitude, I was just about to run through the pre landing checklist which would have caught the possible issue, but I was unable as I lost power before it was even begun.

The field is approximately 1.8 miles directly north of the touchdown zone for runway XY of ZZZ. There were no injuries or damage to the plane or to the property. The owner of the field was notified and he came out and mowed a strip in the grass.

The plane was left overnight until some machinery can be brought in tomorrow to try and level the ground and until an A&P can verify the aircraft is airworthy. Once the plane is deemed airworthy and the ground is leveled, the owner plans to fly the plane out and back to the airport.

I'm not a mechanic, but I believe the problem might have been fuel starvation. While the plane was on the ground, the fuel selector was noticed to be on the left tank only. This was not the case prior to take off as it was on both tanks. I believe that while one of the skydiving students was getting up to turn around to get ready to jump, he turned the switch inadvertently.

During descent, I was making left 360 degree turns to stay close to the airport and I

believe the fuel was pulled to the outer part of the left wing and starved the engine. Once landed the left wing showed to have around 10 gallons, while the right had around 15 gallons.

Even with being on the left only tank and in a constant coordinated 30 degree bank to the left, I do not believe that to be the only cause and believe there might also be some blockage from the fuel tank to the engine. I have never had a plane die while only selecting one tank over the other or over both.

Synopsis

C182 pilot reported a loss of engine power at low altitude forced an off field landing.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 4

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Lancair ES

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : None

Airspace.Class E : ZZZ

Airspace.TFR : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Beechcraft King Air Undifferentiated or Other Model

Mission : Skydiving

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 : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 1970

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 1226

ASRS Report Number.Accession Number : 1581670

Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was flying practice approaches for currency in and around ZZZ airport. I was briefed and was aware of the TFR over ZZZ1 for an air show. I was flying a practice GPS XX approach. I selected the GPS XX approach as it was on the opposite side of the airport from the TFR. I was communicating and monitoring the UNICOM frequency. I announced my position multiple times. When I was on short final, a King Air suddenly appeared on downwind for Runway XY [opposite direction] and announced his intention to land on XY, despite me having announced multiple times that I was on short final for XX. My attention was on the King Air when I glanced up and saw a windshield full of skydivers. I immediately began evasive action, turning first to the left so as to pass behind the King Air. However, I realized that turning left limited my visibility of the skydivers, so I then proceeded to turn back right parallel to the runway so I could see the skydivers. I also began a climb. I was very shaken by the event. By the time I composed myself and stopped looking for skydivers, I looked at my MFD and realized I had penetrated the TFR. I immediately executed a steep turn to the right to exit the TFR space. At the same time I switched from the UNICOM frequency to 121.5. About 20 seconds later I got a call on 121.5 from ATC. I described the situation to him, and was given a number to call.

My penetration of the TFR was inadvertent and a result of the emergency situation with the skydivers. I believe my actions were justified, as avoiding contact with a skydiver was my priority during the emergency. I believe the King Air that appeared had been carrying the skydivers and made no attempt on UNICOM to inform me of their presence. I exited the TFR promptly on my own volition once the emergency situation had resolved itself.

Synopsis

Lancair ES pilot reported penetrating a TFR resulting in an airborne conflict with skydivers.

Time / Day

Date : 201809

Place

Altitude.MSL.Single Value : 1500

Aircraft

Reference : X
Aircraft Operator : FBO
Make Model Name : Twin Otter DHC-6
Crew Size.Number Of Crew : 1
Operating Under FAR Part.Other
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Cruise

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Reporter Organization : Personal
Function.Other.Other
ASRS Report Number.Accession Number : 1577367
Human Factors : Confusion
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Deviation / Discrepancy - Procedural : Other / Unknown
Detector.Person : Other Person
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

At 1,500 feet, all skydivers took off their seat belts. Immediately afterwards, the plane rolled over nearly if not 90 degrees and then went into a dive. It fired 3 skydivers reserve parachutes inside the plane. We landed and exited without further incident. They [skydiving company] had a dismissive attitude about the event, but I believe it needs [to be] addressed. If they had hit another plane, there would have been deaths and had the door been open, which many times it is, we would've all been sucked out in a tangled pile. I hope that this is the correct way of reporting the incident as I couldn't find another source. Thank you for your time.

Synopsis

A skydiver reported that the jump aircraft may have experienced an inflight upset.

Time / Day

Date : 201809
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 24000

Aircraft

Reference : X
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Skydiving
Flight Phase : Cruise

Component

Aircraft Component : Cockpit Window
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Contracted Service
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 465
Experience.Flight Crew.Last 90 Days : 65
Experience.Flight Crew.Type : 30
ASRS Report Number.Accession Number : 1576205

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

While flying a skydiving mission, the pilot side aircraft window departed the C182 at altitude. When the passenger side door was opened (modified for skydiving operations), I believe the rapid pressure differential or airflow caused the pilot's side window frame to be pulled into the slipstream. Given the rapid opening of the pilot side window the hinges snapped and the window departed the airframe. It is believed the window landed in a forested area. In the future, I will be sure to hold the latch to the window when the cabin door is opened at altitude for skydive operations.

Synopsis

C182 pilot reported the pilot side window departed the aircraft in flight when the side door was opened for skydive operations.

Time / Day

Date : 201808

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 5000

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Make Model Name : King Air C90 E90

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 3927

Experience.Flight Crew.Last 90 Days : 167

Experience.Flight Crew.Type : 1269

ASRS Report Number.Accession Number : 1572526

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Ground Excursion : Runway

Anomaly.Ground Event / Encounter : Ground Strike - Aircraft

Detector.Person : Flight Crew

Assessments

Contributing Factors / Situations : Equipment / Tooling

Contributing Factors / Situations : Aircraft

Primary Problem : Equipment / Tooling

Narrative: 1

I departed for a routine flight for parachute operations. I contacted [Departure] at 3,000 feet MSL. Climbing through 5,000 feet, the chief tandem instructor on board informed me that he could see fluid spraying from underneath the right wing. There were no adverse engine indications, no vibrations, and no fire, so I continued my climb to a safe altitude of 10,000 feet MSL so that I could allow all my skydiving passengers to exit safely.

I called Approach with my 1-minute routine call and informed them that the passengers would be exiting at an altitude which was lower than our operation routinely dropped. After we were cleared to jump, all passengers exited safely, and I began my routine descent. On landing roll, it felt as though the left main tire may have blown. I ran off the left side of the runway and sustained a propeller strike on the left engine. After shutting down both engines and safely exiting the aircraft, the owner of the skydiving business informed me that the wheel came off of the airplane upon rotation; I had landed the plane and the left strut had dug into the pavement, which caused my loss of control. The fluid that the instructor witnessed at 5,000 feet was perhaps hydraulic fluid from the broken break line. There were no injuries and no damage to the airframe.

Synopsis

King Air BE9L pilot reported a runway excursion while landing due to a tire that blew on departure.

Time / Day

Date : 201808
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZBW.ARTCC
State Reference : NH
Altitude.MSL.Single Value : 4500

Environment

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

Aircraft : 1

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

Aircraft : 2

Reference : Y
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Cruise
Airspace.Class E : ZBW

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 515
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 50

ASRS Report Number.Accession Number : 1567499
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

I was pilot flying on a recent skydive flight. This was a specially authorized flight by the FAA, therefore outside the area we typically fly and skydivers jump from. We initially landed at a public non-towered airport, but were asked by individuals on the ground (unclear if they were airport managers or what their title was) not to use the airport as a base for the jump run (something about a recent skydiving incident and not wanting to draw additional attention by letting us launch from there too), so we moved to a nearby towered airport. We were about 1.5 hours early, so had plenty of time to coordinate with the airport manager on the ground, and the Class D Tower and communicate our intentions to fly jump run outside their airspace in Class E at 4,500 MSL. The professionals at this Class D airport were very inquisitive (asked lots of questions to make sure they fully understood our intentions and that everyone was on the same page), and coordinated with Approach control for our handoff for jump run. Accordingly, due to the correct filing and authorization from the FAA, the NOTAM filed with FSS, and clear communication with the relevant ATC facilities, we truly felt we had done everything "Pre" flight to make sure everyone knew our intentions, and I had a heightened sensitivity to the importance of this communication because we launched out of this busy Class D airport which typically does not handle parachute operations and I considered that the local approach controller may not be as comfortable with the operation as our local approach controller at the airport we routinely fly skydivers from.

The safety issue that concerns me and generates this report is what happened during the jump run. I visually cleared the area and communicated about 3 or 4 times with Approach control the altitude and timing of jump run, including a radio call about 1 minute prior to jump operations. If I recall correctly, approach control did confirm the "1 minute prior" message and relayed that over frequency. The skydivers also visually cleared the area before jumping, and after all three launched, Approach asked me to hold over the area and wait until they were all on the ground so I could report and they could broadcast an "all-clear" on frequency.

As the next minute or two elapsed, I observed Aircraft Y fly north to south and directly

through the area I had dropped the jumpers. This location was several miles south of the non-towered, Class E airport we had originally tried to launch from, and I had seen that distinct aircraft on the ground there when we first landed.

Because this was a specially authorized flight, and [it was for a special occasion] on the ground, our skydivers had prepared extravagant visual displays (smoke streams, trailing flags, lots of color, etc) and were therefore - in my mind - completely impossible to miss at this stage, with their canopies deployed. To my extreme consternation, I observed Aircraft Y continue a visual flight path directly through the path of the jump operation, with no lateral deviation for clearance from the jumpers whatsoever. I didn't sense the pilot climbing or descending to put a visual distance between himself and the jumpers, and at no time did ATC announce to me, either before or after dropping the jumpers, that this traffic was in the vicinity. I would estimate his altitude to be about 3000 ft, and horizontal and vertical distance from the jumpers to be within 500 ft each, but can't be entirely sure.

Given that we had originally landed at this non-towered airport, and had filed NOTAMs appropriately, I have a lot of trouble imagining this pilot was unaware of our jump operations south of the field (maybe 5 miles south or so). I believe he wasn't on frequency with ATC, otherwise I would have expected to hear him while I was communicating with Approach control. And last, even if the pilot didn't know we had authorization to do this jump run during a very specific window of time, hadn't seen us when we first landed there, and wasn't talking to ATC - I have a lot of trouble imagining he did not visually acquire our skydivers as they descended under canopy - again, due to their extremely distinct visual and colorful profile.

From a safety and action perspective, my best guess is that ATC either had too high a workload, or was insufficiently familiar with parachute operations, to identify the need for providing that traffic alert to me. When I made my last radio call of "1 minute prior" it would have made a huge difference if ATC had notified me of traffic north of our position, 3000 ft, heading directly over our jump run area. I am keenly aware of my PIC responsibility to visually clear the area before dropping jumpers, but in a case where I do a visual scan and do not pick up traffic, ATC alerts of traffic trending to our position are my last line of defense. Last, I don't want to be put in the position of determining what the Aircraft Y pilot's intentions were, but I cannot rule out the possibility that he was intentionally trying to intimidate our operation. In essence, my responsibility for the safety of flight and my skydivers, and knowledge that this special operation was likely to be unfamiliar to local ATC facilities, made me hyper sensitive to providing clear and frequent communication, and I felt let down that I didn't get that traffic alert in return.

Synopsis

Pilot of a single engine piston aircraft in a parachute jumping event reported an airborne conflict with an aircraft intruding into the jump airspace.

Time / Day

Date : 201807

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator.Other

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Initial Approach

Route In Use : VFR Route

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 : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 888

Experience.Flight Crew.Last 90 Days : 337

Experience.Flight Crew.Type : 29

ASRS Report Number.Accession Number : 1560023

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Other / Unknown

Detector.Person : Flight Crew

Miss Distance.Vertical : 400
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

The event occurred during the descent into ZZZ after I had completed a skydiving jump run above the airport. The descent was performed while utilizing guidelines of local airport noise abatement procedures and company Standard Operating Procedures (SOP). I was in contact with Approach during the jump run and through most of the descent. After switching frequencies from Approach who was providing flight following assistance, to CTAF, I made an initial position report and altitude on CTAF. I was at a distance approximately 3 to 4 miles Southeast which gave me an unobstructed view of the crosswind leg, the 45 leg, and the downwind leg of the traffic pattern.

After surveying the traffic pattern for other aircraft, as well as listening for aircraft position reports on the CTAF frequency, I entered the traffic pattern at approximately 2000 ft in a descent down to 1,200 feet, pattern altitude. As I reported a midfield downwind, an aircraft replied stating that I was descending above them. I immediately arrested my descent at 1,500 feet. I announced to the aircraft, on CTAF, that I was at 1,500 feet and asked for further clarification of the position of the other aircraft in question. They replied that they were below me. After visual contact was established, I announced, on CTAF, my intentions to make a right, 90 degree turn to avoid the aircraft and exit the pattern, which I promptly did. I later re-entered the pattern and landed. Based on observations, it appeared I was approximately 400 feet above the aircraft when I passed directly overhead at an overtaking speed which subsequently put me ahead of the aircraft.

I believed to have adequately visually scanned for traffic but apparently was unable to detect the aircraft in question before it was overflowed. A possible contributing factor was the silver color of the aircraft that blended in well with the surroundings environment. The position of the sun could be a contributory factor in that it's lower angle, relative to the horizon, have made seeing aircraft in the pattern more difficult. At the time of this report submission, it is unknown if the other aircraft made position reports, on CTAF, that would have alerted me to the position of the aircraft.

Synopsis

Skydive pilot entering the traffic pattern at a non-towered airport reported another aircraft advised them they were descending on top of them.

Time / Day

Date : 201806
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : 54J.Airport
State Reference : FL
Altitude.AGL.Single Value : 2000

Environment

Light : Daylight

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise

Aircraft : 2

Reference : Y
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Skydiving
Flight Phase : Descent

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 : 1870
Experience.Flight Crew.Last 90 Days : 7
Experience.Flight Crew.Type : 1200
ASRS Report Number.Accession Number : 1554191

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew

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

Assessments

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

Narrative: 1

I flew today to practice VFR maneuvers, perform touch-and-goes, and maintain overall proficiency. I checked NOTAMs before flight, received a standard weather briefing from ForeFlight, and filed a VFR flight plan. To fly in the local area, all flight operations occur in the vicinity of several private use airports (without a CTAF frequency printed on the VFR sectional chart), [military airport] restricted airspace, multiple MOAs, military helicopter training flights, parachute jumping, and UAV operations. These hazards occur routinely throughout the airspace, regardless of NOTAMs, and constant pilot vigilance is required. In addition, there has been a standing NOTAM for parachute jumping at a private airfield near my home airport.

As I was flying north today towards an airport in the vicinity of the parachute jump airfield, I noticed a parachute jumper above and about 2 miles ahead of my flight path. I turned east to stay well clear of the jumper, and I continuously performed a visual scan for a potential jump plane, but saw no other aircraft. I also have ADS-B in/out installed in my aircraft's panel, and no traffic was displayed preceding this event. After approximately another minute of elapsed flight time, a descending aircraft (along with its tail number) eventually appeared on my ADS-B displays in close proximity to my aircraft. However, neither my tablet display nor my panel avionics annunciated an audible traffic conflict warning.

This event reinforces the limitations of both visual see-and-avoid and ADS-B traffic displays when non-collaborating aircraft are maneuvering near each other. As always, pre-flight planning, situational awareness, visual scanning, aviate/navigate/communicate priorities, and constant vigilance are paramount to overcome these limitations.

Synopsis

C182 pilot reported an airborne conflict with a skydiver and the descending parachute jump plane.

Time / Day

Date : 201805

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : 1V6.Airport

State Reference : CO

Relative Position.Angle.Radial : 290

Relative Position.Distance.Nautical Miles : 6

Altitude.AGL.Single Value : 150

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : 1V6

Aircraft Operator : Personal

Make Model Name : PA-24 Comanche

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class G : 1V6

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : 1V6

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Route In Use : None

Airspace.Class G : 1V6

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 : 480

Experience.Flight Crew.Last 90 Days : 37

Experience.Flight Crew.Type : 188
ASRS Report Number.Accession Number : 1547761
Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

I was flying into 1V6 from the northwest. I was flying my Piper Comanche VFR. Skies were clear and it was a fairly smooth day. I was not on flight plan and did not have flight following due to lack of radar coverage. I made an announcement on CTAF when I was approximately 21 miles out stating my position, altitude and intentions of landing at 1V6. I then started descending. There was a fair amount of radio traffic including a jump plane that had dropped a jumper and was circling around for another drop. There was no one in the traffic pattern that I could hear. I continued to descend and made another position, altitude and intentions [callout] at approximately 12 miles. There was other radio traffic including two tanker planes. I also heard the jump plane make a position and altitude report. I think he referenced a landmark that I was unfamiliar [with]. I continued to descend. A short time later I saw what looked like the jump plane coming from my left to right at what appeared to be less than 100 feet above me. It happened quick and it was a surprise so it may be been a larger distance. I immediately reacted by reducing throttle and applying forward pressure on the yoke. I descended and watched the other plane fly above me and what looked to be too close.

I think there were a couple of contributing factors:

1. I chose a long straight in visual approach rather than entering the traffic pattern. I chose the straight in approach due to the tanker traffic to the south of the field since I would have needed to go south to cross mid field to enter the left downwind due to restricted area and terrain to the north. I also knew there was a jumper in the air and one was going to be dropped soon and I didn't want to overfly the field (which is stated in the AWOS).

2. The jump plane used landmarks during the position reports which I was unfamiliar. I'm not certain the other plane was the jump plane but I think it probably was.

Synopsis

PA24 pilot reported a NMAC with another light aircraft in the vicinity of 1V6 airport.

Time / Day

Date : 201805
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZBW.ARTCC
State Reference : NH
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZBW
Aircraft Operator : FBO
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Descent
Route In Use : None
Airspace.Class E : ZBW

Aircraft : 2

Reference : Y
ATC / Advisory.Center : ZBW
Aircraft Operator : Air Carrier
Make Model Name : B767 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Descent

Person

Reference : 1
Location Of Person.Facility : ZBW.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5
ASRS Report Number.Accession Number : 1545459
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Aircraft X was at dropping altitude of 14500 feet heading west into a flow I had. Aircraft Y was out of 11000 feet descending on the arrival. Aircraft X continued to drop west of his jump zone up until 3 miles from Aircraft Y. [Aircraft X] turned into the Aircraft Y and dropped rapidly without warning. Aircraft X has to tell us when they descend for this exact reason. I asked Aircraft X if he was descending. I received no response. I called traffic to Aircraft Y. I returned to Aircraft X to advise him of the traffic. I issued Aircraft X traffic and to turn southeast IMMEDIATELY. Aircraft X then "sighed" on frequency and turned northeast. Other than the sigh no response from Aircraft X.

He came off the ground sometime after that and I told him that he has to say when he is descending because he descended into my heavy B767. Aircraft X said that he had turned to a 060 heading and was southeast-bound turn going to help. I said I told you immediately and all you did was sigh. He then asked how long have I been a controller and that he flies 6 days a week and it is only on [this day of the week] that this happens. He asked for my initials. A controller got me out, and told me that on the descent Aircraft X used profane language on frequency.

The airport called and said it was radio issue with Aircraft X, but then how did I hear the sigh? They then told the Controller in Charge (CIC) that he was having a rough time, and that the case is closed. The CIC said no, we are going to look into it some more. Aircraft X has used these radio tricks before just so they can get close heavy jets on purpose, it is unsafe.

Synopsis

Center Controller reported a parachute jump aircraft descended into a confliction with an air carrier and appeared to ignore the Controller's instructions.

Time / Day

Date : 201805
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : A80.TRACON
State Reference : GA
Altitude.MSL.Single Value : 11500

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : A80
Make Model Name : Small Transport
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Skydiving
Flight Phase : Climb
Route In Use : None
Airspace.Class E : A80

Aircraft : 2

Reference : Y
ATC / Advisory.TRACON : A80
Flight Plan : IFR
Flight Phase : Cruise
Airspace.Class E : A80

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 3800
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 2500
ASRS Report Number.Accession Number : 1540427
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2
Location Of Person.Facility : A80.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1541047
Human Factors : Workload
Human Factors : Communication Breakdown
Human Factors : Time Pressure
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 16000
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was climbing with jumpers around 6,500 MSL when [I] heard ATC. I asked if the controller "had some traffic for me" and was told there was traffic 4 miles west of my position southwest bound at 11,000. I asked for the controller to please keep me updated. As I approached 10,000 MSL I asked multiple times for an update on the traffic and was told "I'll get back to you." I had no target on TCAS and continued climb through that altitude. At approximately 11,500 feet ATC called to clarify my altitude and told me I was told to stay below 10,500 (which I must have missed). At that time I noted the aircraft was more than 2 miles away on TCAS.

Potential prevention - the controller could have replied and advised with the conflicting aircraft's position.

Narrative: 2

I was receiving a relief briefing. The controller being relieved restricted Aircraft X's climb to 10,500 feet as there was IFR traffic crossing at 11,000 feet. The controller being relieved continued to brief me and other aircraft continued to call. I assumed the position and Aircraft X kept asking for an update on the traffic. There were several targets in the area and I told him to standby. I continued to work other IFR traffic, a departure I believe, and then I noticed Aircraft X climbing through the IFR traffic's altitude. I confirmed that he

climbed after being instructed to stop climb. I advised him to hold his jumpers as he [was] now above the aircraft. He then cancelled services and I issued him the brasher warning.

This was extremely unsafe, and his continuous calls blocked up my frequency and made the transition from one controller to another very difficult. When Aircraft X climbs for each jump, there is never a certain way he climbs, so stopping his climb under known traffic is the only way to assure separation when you have other things going on. Additionally, the other controller's preference settings used very large data blocks so I was not able to tell where the traffic was in relation to Aircraft X or which way Aircraft X was climbing.

Parachute jumping is one of the FAA's top 5. It has gained this attention mostly through controllers not providing separation with known traffic and the jump aircraft. During this scenario, after pointing the jump aircraft out to 4 surrounding sectors and stopping his climb 500 feet below another aircraft, he refused ATC instruction and climbed anyways without having the aircraft in sight.

I do not recommend a procedure change. However, if this company/pilot wants to have an active LOA with us and request radar services, he should be required to follow ATC instructions. Otherwise, he is adding unnecessary complexity to our sector.

Synopsis

Pilot and Approach Controller reported having problems communicating with each other resulting in a missed altitude restriction and an airborne conflict.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

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

Environment

Weather Elements / Visibility : Rain
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility.Visibility : 2
Ceiling.Single Value : 1000
RVR.Single Value : 4000

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Corporate
Make Model Name : Caravan Undifferentiated
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Landing
Route In Use : Visual Approach

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 800
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 30
ASRS Report Number.Accession Number : 1529217

Events

Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight

Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Regained Aircraft Control

Assessments

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

Narrative: 1

I landed at ZZZ and went 200 feet into the open field which is beyond the touch down zone end of the runway and into the drop zone. A heavy storm and rain shower had immediately just passed. I made a normal approach which usually gives plenty of stopping distance instead of a longer approach for a wet runway. After touching down I applied brakes and immediately started to hydroplane causing the plane to fishtail. I released the brakes to let the plane roll and put the aircraft into reverse. I decided to not go around as the fishtail had caused me to become off center line and I feared adding power would increase the hydroplaning. Having just flown into the area from [a nearby] airport, I spoke with company on the radio and told them I was coming to park because of the bad weather so I knew there were no skydivers [on] the field. I knew the other Skydive companies were parked and no one was jumping. Having to do a low approach due to rain showers, I also saw that there was no one on or near the open field which is the drop zone. After the hydroplane and putting the aircraft into reverse, I knew the field was open so I let the aircraft roll and went into the field about 200 feet where I was able to apply the brakes and stop. I turned around and parked the aircraft. I was the only person in the aircraft and no damage was done.

The heavy rain and me not allowing for additional stopping distance by landing where I usually do were contributing factors. I believe that because I had flown through heavy rain that had made it very difficult to see for roughly 30 seconds on the downwind leg of approach, that I was more concerned with getting on the ground than thinking about making a longer approach to compensate for the extremely wet conditions. I did not initiate a go around because of the hydroplaning right after landing and being off center line and knowing I still had plenty of distance to stop with the open field.

I understand my decision and lack of forethought and judgment could have proved not safe in another scenario. I will be reflecting on this mistake and make sure I always provide myself with extra runway and make an appropriate approach anytime the weather is bad and wet.

Synopsis

C208 pilot reported a runway excursion after hydroplaning during landing rollout on a wet runway.

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 : 201710
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ATL.Airport
State Reference : GA
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : A80
Aircraft Operator : FBO
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Cruise
Airspace.Class E : A80

Aircraft : 2

Reference : Y
ATC / Advisory.TRACON : A80
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class E : A80

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 : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 2050
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 450

ASRS Report Number.Accession Number : 1491197
Human Factors : Situational Awareness
Human Factors : Communication Breakdown

Person : 2

Reference : 2
Location Of Person.Facility : A80.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Function.Air Traffic Control : Handoff / Assist
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1
ASRS Report Number.Accession Number : 1490658
Human Factors : Workload
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 3000
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

On final jump run at 13,500 feet, I saw an airliner climbing up through our drop zone toward the northeast. I've been flying skydive operations every weekend for almost three years. I follow the same procedure at all times and maintain constant communication between ATC and advisory. No one gave us any kind of alert that traffic would be coming through drop zone and when I notified ATC they paused. After a few seconds I asked if they copied my traffic report and they did confirm. Nothing else was said regarding the matter. I am very diligent about complying with ATC instruction and suggestions when I fly skydive operations and they are very good at giving me a nice picture to visualize if anyone is in the area. This is the closest I've seen an aircraft that was unexpected in our drop zone.

Narrative: 2

I was performing the handoff functions for the sector. When I acquired the position it was fairly busy already. Aircraft X called for radar services however the controller was too busy to acknowledge the aircraft. I was busy answering landlines and coordinating other aircraft. I don't believe the controller was even able to acknowledge the aircraft at all. After a few minutes Aircraft X indicated that he was almost hit by a commuter jet. Aircraft X was VFR. I didn't have a chance to point the aircraft out to any adjacent sectors due to work load.

A third sector needed to be opened for frequency relief however there was not enough staffing to accommodate this.

Synopsis

Skydiving pilot and TRACON Controller reported an aircraft was permitted to fly through the skydiving operation active jump zone.

Time / Day

Date : 201710

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DMW.Airport

State Reference : MD

Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : PCT

Aircraft : 2

Reference : Y

Aircraft Operator : FBO

Make Model Name : Pilatus Porter PC6

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Descent

Airspace.Class E : PCT

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 2000

ASRS Report Number.Accession Number : 1486294

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 240
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

While flying direct from HZL VOR to EMI VOR in level cruise at 6500 feet, a Turbo Porter (or similar) aircraft plummeted from an altitude above me in a fully-developed spin, and continued in that spin to an altitude below me, at a clock face position of about 2:00 to 3:00 to my aircraft (his relative position changed as I passed). I estimated his distance this morning, using a line of backed-up traffic for comparison. Finding a car that was about the same distance from me as the Porter, then counting the number of cars between us, I was surprised that the distance was just fifteen cars, or about 240 feet! The Porter aircraft was close enough that I saw his paint job in detail.

The Porter aircraft was being flown in a manner that precluded his ability to "see and avoid." The fact that he was riding that spin for several thousands of feet vertically also made it difficult for other aircraft such as mine to see and avoid him; pilots are not typically looking for traffic which is falling vertically from the sky. I suspect that this aircraft was spinning the aircraft down in order to minimize the time spent in his descent. This practice is inherently unsafe and should not be permissible in unrestricted airspace. It was only by sheer luck that a catastrophic collision was avoided this time.

Synopsis

Glasair pilot reported an NMAC with a spinning aircraft that descended rapidly through his altitude.

Time / Day

Date : 201709

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZLC.ARTCC

State Reference : UT

Altitude.MSL.Single Value : 10500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZLC

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class E : ZLC

Person

Reference : 1

Location Of Person.Facility : ZLC.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Function.Air Traffic Control : Supervisor / CIC

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8

ASRS Report Number.Accession Number : 1481254

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Airborne Conflict

Anomaly.Inflight Event / Encounter : Other / Unknown

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 : Company Policy

Narrative: 1

Aircraft X routinely does parachute operations on the departure end of GPI. Business owner, pilot, and GPI Tower have all been notified multiple times of the unsafe proximity of their jump operation to arriving and departing aircraft. The jump plane had been issued traffic departing GPI, and still let his jumpers go. Departing aircraft from GPI reporting seeing the parachute lines within close proximity to him. Jump aircraft receives traffic advisories but gives no heed to his proximity of other aircraft. It is just a matter of time before something catastrophic happens.

Jump aircraft should be required to coordinate jumps with ATC. ATC should have authorization to deny a jump with aircraft in close proximity. Pilot of jump aircraft should be subject to questioning for multiple unsafe drops with other aircraft.

Synopsis

ZLC Center Supervisor reported a parachute jump aircraft released their jumpers over an airport even though they knew there was an aircraft departing the airport.

Time / Day

Date : 201707

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZDV.ARTCC

State Reference : CO

Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZDV

Aircraft Operator : FBO

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Climb

Route In Use : VFR Route

Airspace.Class E : ZDV

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZDV

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 : Cruise

Route In Use : Direct

Airspace.Class E : ZDV

Person

Reference : 1

Location Of Person.Facility : ZDV.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1469580

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.Deviation / Discrepancy - Procedural : Clearance
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 : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was working the radar controller position. This particular airspace goes from the surface to FL260, and is a vast area of airspace. There is a parachute jumping business that flies routinely in this sector. It is our procedure when they check on to assist in VFR flight following around their airport so that they may conduct their parachute operations safely. The aircraft knows to call Center to request a transponder code. We then issue the transponder code to the aircraft, radar identify the aircraft, give them an altimeter, verify their altitude and then advise them to advise Center of "one minute prior to jumpers", meaning they will advise one minute before they release any of their clients out of the aircraft. This one minute notification is to allow us to tell them about any traffic that may be between them and the airport that could interfere with the jumpers or the aircraft's descent.

The jump aircraft appeared on my radar scope with their code. I tagged up his radar data block with the code and transmitted on the radio "Aircraft X, radar contact 10 miles south of the ZZZ airport.... altimeter...say altitude and advise one minute prior." Aircraft X responded with "position checks, altitude...and we will give one minute." As the aircraft is climbing up to altitude, I had Aircraft Y, an IFR overflight at 16000 feet, flying over the airport. I advised Aircraft X about the IFR traffic and I also advised them of the VFR aircraft climbing, and that they were a parachute jump aircraft.

Neither aircraft had each other in sight, however they both said they were looking. Several seconds later, I continued my scan and took care of other matters in my sector. I returned to the traffic situation and saw that Aircraft X and turned directly towards Aircraft Y and was continuing his climb out of 15000 feet. I transmitted to Aircraft X "Aircraft X, that IFR traffic is 12 o'clock and 3 miles, suggest you maintain one five thousand five hundred and I'll call when traffic is clear." Aircraft X responded with a "Roger, we are 1 minute prior to jumpers". I responded to Aircraft X and told him other than that traffic, there was no other observed traffic between him and the airport. I then advised Aircraft Y that the jump aircraft would be maintaining 15500 feet.

Aircraft Y acknowledged my transmission. After completing another scan of my radar

scope I returned back to the traffic situation to see that Aircraft X in fact did NOT maintain 15000 feet, but continued to climb. I made another traffic call to Aircraft X "Aircraft X, traffic 12 o'clock and immediately off of your nose" to which he replied "Aircraft X, we can't see over our nose right now, we are 20 seconds to jumpers". I advised him of the Aircraft Y traffic, AGAIN, terminated radar service, switched him from Center frequency and told him to report back up on his next jump.

After terminating the radar for Aircraft X, the Aircraft Y keyed up and said "Center, I thought that aircraft was stopping at one five thousand five hundred. That was a little too close for comfort, he missed us by maybe one hundred and fifty feet." I did not acknowledge that aircraft at that point, but proceeded to catch up on the rest of my sector. Aircraft Y keyed up again several minutes later to ask what had happened and I apologized to the aircraft, and said that I thought the jump aircraft would be maintaining one five thousand five hundred and that I would speak with the pilot when he came back up.

Synopsis

ZDV Center Controller observed a VFR parachute jump aircraft climb through the altitude of an enroute IFR aircraft that the VFR aircraft had been advised of.

Time / Day

Date : 201707

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZAU.ARTCC

State Reference : IL

Altitude.MSL.Single Value : 14500

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Center : ZAU

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 119

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Climb

Route In Use : VFR Route

Airspace.Class E : ZAU

Person

Reference : 1

Location Of Person.Facility : ZAU.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1465287

Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

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

Detector.Person : Air Traffic Control

When Detected : In-flight

Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Procedure

Primary Problem : Company Policy

Narrative: 1

Lately this has become an issue. We have been "blocking" parachute jump airspace over two airports. A few months ago, TRACON started to insist that each and every time a jump aircraft climbed into our airspace, they needed to point him out. These aircraft are VFR and there is no phraseology for a VFR point out. I always just say "ok" or "I see him" or "approved". This parachute jump activity is under a north departure track so there is frequently vectors to IFR aircraft required to keep these aircraft away.

Conversely, we "block" parachute jump airspace on a daily basis with a different TRACON in two places. The duality of this situation bothers me. Someone is right and someone is wrong, so which is it? Can we put a code into the computer, and write an altitude over an airport and block for parachute jump operations or can we NOT, in which case every time they call with a pointout on an aircraft which we have no data block for, we are required to start a radar track, or put a strip in the bay. Whichever way we decide, it should be the same for both TRACONS.

The TRACON which insists that every single Parajump aircraft be pointed out, ran two Parajump aircraft through my airspace. Both aircraft went to 14,500 feet well inside my airspace, without coordination, through a busy departure track.

Synopsis

ZAU Center Controller reported parachute jump aircraft routinely enter their airspace without any coordination from the TRACON.

Time / Day

Date : 201707

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : Mixed

Weather Elements / Visibility : Cloudy

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Initial Approach

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZZZ

Aircraft Operator : FBO

Make Model Name : Twin Otter DHC-6

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 119

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1550

Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1465235
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While operating on an IFR flight plan, I noticed that my route would take me across the top of the ZZZ Airport. I am familiar with the Skydiving operation there, so as I was approaching approximately 15 miles from the northwest, I tuned in the ZZZ CTAF frequency on my #2 COM radio to listen in for the jump aircraft. I never heard the aircraft take off and never observed anything on my traffic display as I was approaching. At about 10 miles northwest of ZZZ, [Center] cleared me, at pilot's discretion, to start my initial descent from 9,000 ft MSL down to 4,000 ft MSL. A build up of clouds was occurring in the immediate vicinity, and at about 7,000 ft MSL, I started going in and out of the tops of the clouds. Shortly thereafter I noticed an aircraft appear on my ADS-B traffic display at 2,500 ft below me and climbing. I surmised that it was the jump aircraft, but still had not heard anything on the CTAF frequency or the ARTCC frequency. At approximately 5 miles northwest of ZZZ, I heard the pilot of the jump aircraft check on to the ARTCC frequency. The pilot was alerted by the controller that I was descending behind and above the jump aircraft. The pilot called "No joy" on me. I was also advised of the aircraft, and responded that I was inside of a cloud with no visual contact. At some point, according to my traffic display, the jump aircraft made a left turn back into my flight path while I was still inside of the cloud, and I received a traffic alert on my GTN650. Upon exiting the cloud, I made an immediate right bank, followed by a left bank to try and acquire the jump aircraft. When I identified the aircraft, it was still climbing on a heading that could have potentially taken it into my original flight path. I would estimate we were within 500 ft of each other, maybe more like 300 ft. I was close enough that I could see the skydiver's faces that were standing in the jump door. After ensuring I was clear of the aircraft, I notified [Center] that I was clear of the aircraft and that it posed no further issue. The controller responded. The pilot of the jump aircraft also responded that I had been identified visually. The remaining 10 minutes of the flight were uneventful; however, I was left very shaken up. After landing and reflecting on the event, I wondered what I could've done differently.

Overall, I could've requested a route around ZZZ. Once committed though, and without visual ID of the aircraft due to clouds, I don't know what else I could've done at that time.

Synopsis

A PA32R pilot reported a NMAC with a skydiving aircraft while on an IFR flight plan.

Time / Day

Date : 201612

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 9500

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 119

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Facility : ZZZ.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 22.0

ASRS Report Number.Accession Number : 1409538

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 : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Moderate traffic mid morning, sometimes it gets busy. I was conducting training. There were a couple of military aircraft that came in IFR for practice approaches but were really not a problem, spaced out between traffic. There was an aircraft northbound, westbound, and eastbound, within 40 miles of ZZZ airport, my trainee gave different altitudes to these aircraft so they were not a factor for each other. Aircraft X called up off ZZZ airport, and stated that he was going to be doing parachute operations. We knew he was coming out, because the supervisor had told us an aircraft would depart for jumping operations. I'm not sure when Aircraft Y called the first time, but he was given a squawk code, and later radar contact was taken on the aircraft when he announced 5 minutes to jump. A few minutes later he called jumpers away. The trainee looked, and saw traffic westbound, that was travelling in the direction of Aircraft Y, and he called traffic, which we were not sure they heard, and then he called traffic again. He called traffic, and the plane responded that he was broadcasting, but no one was answering.

My understanding of the 7110.65, is that if there is "known traffic" we are required to give them the information of the parachute jumping operation. If it is traffic that we are not talking to there is no requirement for us to broadcast about the jumping activity like there is for fuel dumping. I'm not sure if there was a NOTAM put out for parachute jumping, or if there is a requirement for one to be put out but our sector does not normally talk to aircraft east of ZZZ because radio and radar coverage is so poor in that area. This could very well have been a life threatening accident, with the aircraft flying below the area where jumping is in progress, so whether a NOTAM should be put out for aircraft to avoid the area, or we should be equipped with better radar in the area, and better frequency reception in the area, so we could have seen the traffic earlier, and made a broadcast.

Synopsis

A TRACON Controller reported observing an unidentified VFR aircraft fly through an area of parachute jumping operations.

Time / Day

Date : 201612

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZAB.ARTCC

State Reference : NM

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part : Part 119

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : ZAB

Person

Reference : 1

Location Of Person.Facility : ZAB.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1408358

Human Factors : Communication Breakdown

Human Factors : Other / Unknown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Analyst Callback : Completed

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Airborne Conflict

Anomaly.Deviation / Discrepancy - Procedural : Other / Unknown

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

My controller working R46 asked me to take a look at the scope. He told me that there was HAHO (High Altitude High Opening) operations at E60 and they had just dropped and we could see the primary targets returning to E60. When the controller asked me to look the jumpers were about 4 miles south of E60 drifting back. There was an unidentified target at 7500 feet heading south that was about 2 miles south of E60. The controller transmitted in the blind hoping the pilot was monitoring the frequency. The target flew directly through the primary targets of the jumpers and then made a 40 degree left turn. I have no idea what altitude the jumpers were at but this aircraft flew directly into the primary targets.

If the jumpers at E60 want to execute HAHO jumps the pilot should circle down above the highest jumper so that we can talk to the pilot and he can give us updates on where the jumpers are.

Callback: 1

Reporter stated the parajumping activity described in this report causes recurring problems and is a safety issue for aircraft and the parajumpers.

Synopsis

ZAB ARTCC FLM reported observing an unidentified VFR aircraft fly through the path of skydivers at 7500 feet.

Time / Day

Date : 201612
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : FBO
Make Model Name : Caravan Undifferentiated
Operating Under FAR Part : Part 91
Mission : Skydiving
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1200
ASRS Report Number.Accession Number : 1406892
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

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

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

Departed a private airstrip with jumpers on board to conduct parachute jump operations. After passing two thousand feet I contacted the local controlling agency to request traffic advisories during the climb, jump, and descent of the operation. I made the standard two minute call to ATC and ATC began to give advisories to the surrounding area that parachute jumping was in effect in 2 minutes. Before releasing the jumpers ATC informed me of an aircraft 2 miles northwest of my position, headed southbound. Not overly concerned with the traffic advisory because the suspect primary target was headed away from the drop zone, I told ATC I copied and we were 30 seconds from the jump on our current heading (giving more info to ATC to see if opposite direction traffic would pose a threat to our flight path). ATC did not advise of a potential conflict and I knew the traffic was heading in the opposite direction. I gave the command for the jumpers to open the door, spot, and exit. Upon descent I saw an aircraft fly directly over the drop zone where the jumpers were. I called ATC up and asked if they were talking to the aircraft and they were not. I cancelled radar services and began trying to contact the suspect plane on the local CTAF frequencies of nearby airports (Airports not in our immediate vicinity) to raise the pilot but with no luck. The aircraft apparently made a 90 turn in course and headed directly for the DZ, causing jumpers to pass extremely close to it in free-fall.

Synopsis

A C-208 jump plane pilot reported advising ATC two minutes prior to jumpers exiting and was told of one aircraft headed away from the jump zone. After jumpers departed, the pilot detected an aircraft over the jump zone which ATC had not advised him about.

Time / Day

Date : 201611

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PHX.Airport

State Reference : AZ

Altitude.MSL.Single Value : 13500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZAB

Aircraft Operator : FBO

Make Model Name : Small Transport

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Climb

Route In Use : None

Route In Use.STAR : PINNG1

Airspace.Class E : ZAB

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZAB

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Nav In Use : FMS Or FMC

Flight Phase : Descent

Airspace.Class E : ZAB

Person

Reference : 1

Location Of Person.Facility : ZAB.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

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

Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 8

ASRS Report Number.Accession Number : 1402384

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Workload
Human Factors : Human-Machine Interface
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew
Communication Breakdown.Party2 : Other
Communication Breakdown.Party2 : ATC

Events

Anomaly.Airspace Violation : All Types
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Like so many other reports, I was working 46. Again. I had three jumps up at Eloy, one at Area 51 (7 miles east of Eloy), and three intermittently up at Coolidge. I had a string of arrivals on the arrival into PHX. I probably had 18 aircraft, but I didn't even remotely have time to count. You guys have seen enough reports to know how much of a problem the PHX arrivals going between these two busy jump zones is (plus Area 51, plus Sawtooth, plus CGZ, plus MZJ in the sector).

I was pretty busy with a ton of VFRs and all the other operations the sector has. One of the jumps (Aircraft X I think) circled pretty far northeast bound, basically right into the arrival. He was definitely out of the jump zone and the climb box. I had another jump just previous to Aircraft X who had done the same thing at 150, necessitating me stopping two arrivals at 160 above him. It was at 120, then went to 130, then 135. I had an arrival at 140 on the PINNG that was already descending via (hadn't started down yet) that I then climbed to 150 for Aircraft X. The CRJ [Aircraft Y] questioned the clearance and I told him it was for traffic. I instructed Aircraft X to maintain VFR at or below 13,500 for traffic. I can't remember if I called the traffic. At this point I was hanging on for dear life and all I wanted to do was avoid having them hit.

Incidentally, [two days before] I had [another aircraft] doing the same thing, climbing into the arrival with two CRJs on the PINNG. One of the pilots questioned the sanity of the jump operation on the arrival. Literally, he said it was insane.

Then, of course, there is our atrocious staffing. We only have 28 CPCs in the area. By my calculation, we should have a minimum of 38, especially when you consider the ECV [External Compliance Verification] we had earlier this year and how critical they were of us

not staffing D sides and going down the toilet constantly. Realistically, we need more than 38. Our facility staffing number is 180, but it should be closer to 210. [A coworker] and I wrote a letter asking for the number to be raised based on our D side needs and our traffic climbing, but no ever got back to us. That was nearly a year ago.

I give permission to share this report with all relevant parties.

I don't know what to say. Sure the 49 ultra low will help with workload, but the bottom line of the problem is a major arrival into a major hub airport going between two of the busiest jump airports in the world. Procedurally I think we need a better handle on Part 105 operations. From a system standpoint, 46 obviously exceeds controller workload consistently, although the TSD [Traffic Situation Display] would lead you to believe the sector is sedate. We absolutely need to count VFRs on the TSD. Maybe 46 would be constantly red (which, believe it or not, I've actually heard as a reason not to lower MAP [Monitor Alert Parameters] numbers), but I really don't care. The sector needs to be handled better, by everyone (Operations Manager, Front Line Managers, controllers, Traffic Management Unit).

Synopsis

Albuquerque Center Controller reported of parachute operations that were being conducted within the arrival routes and the confusion surrounding the operations.