

ASRS Database Report Set

Runway Incursions

Report Set Description.....	A sampling of reports from all aviation arenas referencing runway incursions.
Update Number.....	35.0
Date of Update	March 28, 2019
Number of Records in Report Set.....	50
Number of New Records in Report Set	19
Type of Records in Report Set.....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

National Aeronautics and
Space Administration

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TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

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

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

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

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

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

Becky L. Hooley, 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: 1631238 *(1 of 50)*

Synopsis

Livermore Tower Controller reported a runway incursion.

ACN: 1630631 *(2 of 50)*

Synopsis

DFW Tower Controller reported a runway incursion with two arrivals on the same runway.

ACN: 1628809 *(3 of 50)*

Synopsis

NEW Tower Controller reported that due to transmission ambiguity an aircraft lined up for the incorrect runway, causing a potential runway incursion, and go-around.

ACN: 1627711 *(4 of 50)*

Synopsis

Ground Controller reported an runway incursion because of a bad read back.

ACN: 1626947 *(5 of 50)*

Synopsis

SEE Ground Controller reported a runway incursion attributed to aircraft taxiing to different FBO's for cheaper gas prices on the airport.

ACN: 1626942 *(6 of 50)*

Synopsis

Tower Controller reported an aircraft go-around due to vehicles on the runway.

ACN: 1626623 *(7 of 50)*

Synopsis

MSP Tower Controller reported a runway incursion which reporter attributed to a late rolling heavy jet departure and an arrival.

ACN: 1625406 *(8 of 50)*

Synopsis

C152 student pilot reported an NMAC with opposite direction traffic on short approach at UNU airport.

ACN: 1625404 *(9 of 50)*

Synopsis

PA-28 pilot reported an aircraft landed over him when he taxied into position without seeing the other aircraft.

ACN: 1622687 *(10 of 50)*

Synopsis

PBI Tower Controller reported a loss of separation due to an aircraft on the runway, coordination from others trying to help and putting departing and go around aircraft on the same heading.

ACN: 1619670 *(11 of 50)*

Synopsis

GA flight instructor reported a ground conflict on takeoff from a non-towered airport when an aircraft crossed unannounced.

ACN: 1618244 *(12 of 50)*

Synopsis

C150 student pilot and the non-participating flight instructor reported a communication breakdown resulted in a runway incursion.

ACN: 1615950 *(13 of 50)*

Synopsis

Tower Controllers reported sending an aircraft around due to Airport Surface Detection Equipment alert for an aircraft exiting the runway.

ACN: 1615225 *(14 of 50)*

Synopsis

B737-700 flight crew reported tower directed go-around just prior to touchdown due to vehicle on runway.

ACN: 1615210 *(15 of 50)*

Synopsis

Tower Ground Controller reported a taxiing aircraft entered a runway at the same time a departing aircraft was beginning its takeoff roll.

ACN: 1614559 *(16 of 50)*

Synopsis

SLC Local Controller and B737 flight crew reported a runway incursion due to taxiway confusion.

ACN: 1614032 *(17 of 50)*

Synopsis

GA pilot mis-judged distance from aircraft landing and landed on runway before previous aircraft was clear of runway.

ACN: 1613878 *(18 of 50)*

Synopsis

IAD Tower Controller and pilot reported a near collision on the runway between the aircraft and a snow removal vehicle.

ACN: 1612432 *(19 of 50)*

Synopsis

CRJ-900 flight crew reported being unable to taxi clear off a runway due to preceding aircraft stopping, which resulted in runway incursion.

ACN: 1609973 *(20 of 50)*

Synopsis

Air taxi First Officer reported inadvertently exiting the runway into a non-movement area rather than a taxiway.

ACN: 1609177 *(21 of 50)*

Synopsis

Tower controllers reported a runway incursion with a departure and a vehicle.

ACN: 1609051 *(22 of 50)*

Synopsis

B767 First Officer reported low visibility and communications breakdown between flight crew and ATC resulted in ground conflict.

ACN: 1607368 *(23 of 50)*

Synopsis

Tower Controller reported a runway incursion due to an aircraft taking the improper taxi route.

ACN: 1606523 *(24 of 50)*

Synopsis

Portland Tower Controller reported a ground conflict and runway incursion were managed by issuance of go-around instructions.

ACN: 1604127 *(25 of 50)*

Synopsis

MSP Tower Controller observed a fast taxiing aircraft and sent the aircraft on final around.

ACN: 1604111 *(26 of 50)*

Synopsis

Tower Controller and Controller In Charge reported a runway incursion after attempting to land all aircraft due to workload and splitting Local Control.

ACN: 1603791 *(27 of 50)*

Synopsis

BTR Tower Controller reported a runway incursion due to weather and pilot not following correct taxi instructions which could have ended in a disaster.

ACN: 1603772 *(28 of 50)*

Synopsis

PA-28 flight instructor reported a critical ground conflict when an aircraft taxied onto the runway, requiring evasive action.

ACN: 1602681 *(29 of 50)*

Synopsis

Corporate jet flight crew reported a runway incursion due to Ground Controller's ambiguity and lack of situational awareness.

ACN: 1601998 *(30 of 50)*

Synopsis

Pilots reported going around due to a vehicle in close proximity to a runway, and then overshooting the assigned altitude by 100 feet.

ACN: 1601070 *(31 of 50)*

Synopsis

Air carrier First Officer reported communication breakdown with ATC regarding takeoff clearance from MPTO.

ACN: 1600001 *(32 of 50)*

Synopsis

Two Local Controllers reported a runway incursion between a departing aircraft and a crossing vehicle.

ACN: 1598958 *(33 of 50)*

Synopsis

Local controller reported failing to issue a frequency change to an aircraft resulting in aircraft entering a higher MVA.

ACN: 1598854 *(34 of 50)*

Synopsis

C172 flight instructor reported ATC issued taxi instruction that created a ground conflict.

ACN: 1598265 *(35 of 50)*

Synopsis

Tower Front Line Manager reported incorrect coordination that led to a runway incursion.

ACN: 1598186 *(36 of 50)*

Synopsis

Air carrier flight crew reported radio transmissions from the Tower Controller were somewhat broken and there was some confusion over taxi instructions after landing. They were on the yellow taxiway center line, but non-standard terminology used by ATC caused them confusion.

ACN: 1597971 *(37 of 50)*

Synopsis

Local Controller reported three aircraft to landed with a snowplow was stuck off the runway in the RSA area.

ACN: 1595243 *(38 of 50)*

Synopsis

PA28 pilot reported an aircraft taxied onto the active runway down field, which required an evasive maneuver resulting in a runway excursion.

ACN: 1594673 *(39 of 50)*

Synopsis

Ground Controller reported a runway incursion due to developmental on Local not scanning runway to ensure arrival was clear of runway.

ACN: 1594330 *(40 of 50)*

Synopsis

TUS Tower controller reported not noticing a rejected takeoff, due to heavy workload from combined sectors and lack of staffing, and landing traffic causing runway conflict with the RTO aircraft.

ACN: 1592650 *(41 of 50)*

Synopsis

Portland Tower Ground Controller reported crossing an aircraft, while the Local Controller had an aircraft on final.

ACN: 1592051 *(42 of 50)*

Synopsis

B737 First Officer reported a ground conflict during landing rollout when ATC cleared an aircraft to take off from an intersecting runway at MYNN.

ACN: 1591856 *(43 of 50)*

Synopsis

B737 flight crew reported observing an aircraft crossing downfield during takeoff roll from LAX.

ACN: 1591438 *(44 of 50)*

Synopsis

C402 Captain reported hearing an aircraft on final approach during back-taxi at non-towered airport.

ACN: 1590954 *(45 of 50)*

Synopsis

Two pilots reported lack of communication between them resulted in a conflict.

ACN: 1590495 *(46 of 50)*

Synopsis

Corporate pilot reported crossing runway hold short line due to confusing instructions and unclear signage at SAT.

ACN: 1589382 *(47 of 50)*

Synopsis

A student pilot reported an aircraft took the runway and departed opposite direction to them as they were conducting a touch and go at RYW non-towered airport.

ACN: 1588175 *(48 of 50)*

Synopsis

Pilot reported being cleared for takeoff while on a taxiway, turned onto runway and while turning, observed an aircraft on final. Pilot advised Local Controller, who sent aircraft on final around.

ACN: 1586851 *(49 of 50)*

Synopsis

Local Controller and an air carrier Captain reported a runway incursion resulted in the departure flight crew rejecting take-off.

ACN: 1586544 *(50 of 50)*

Synopsis

LGA Tower Controllers reported a tug driver towing an aircraft took another aircraft's instructions and taxied across a runway while a departure was cleared to takeoff.

Report Narratives

Time / Day

Date : 201903
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : LVK.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X
ATC / Advisory.Tower : LVK
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Taxi
Route In Use : None

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : LVK
Make Model Name : Pitts Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Route In Use : None

Person

Reference : 1
Location Of Person.Facility : LVK.Tower
Reporter Organization : Government
Function.Air Traffic Control : Supervisor / CIC
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 3
ASRS Report Number.Accession Number : 1631238
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 : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was working the log while Local Control 1 was issuing a "low approach only" instruction to Aircraft Y on short final. Aircraft X called from RWY 25R north side run-up area requesting right closed traffic; however, because the pilot over-keyed the Local Control Controller, the beginning of the transmission (call sign and position) was clipped. Local Control 1, realizing that his transmission may have been blocked, restated his instructions to Aircraft Y. Aircraft X then stated "Right closed traffic RWY25R, Aircraft X". I saw Aircraft X move forward; however, I did not recognize that he was passing the hold short lines. I did watch to make sure the aircraft came to a complete stop, which it did, still clear of the runway, just before Aircraft Y crossed the threshold. While there was no time to have sent Aircraft Y around, I should have recognized that Aircraft X was passing the hold short lines as I watched it move forward. It wasn't until Aircraft X asked for verification that he was cleared for [Runway] 25R and other controllers stated that he had crossed the lines that I realized this was the case.

Because of the low height of our Tower, it's difficult for us to see our hold short lines. The lines are also closer to the runway on the north side than they are on the south side. I've been at this facility for several years now however, so I'm used to this being an issue and have caught mistakes like this before. Traffic volume was very heavy and there was some complexity due to the fact that we were split, training on Local Control 2 and a relief briefing had just occurred on Ground Control. I may have been trying to multi-task too much, dividing my attention between Local Control 1, Local Control 2 and Ground Control, rather than giving each of them all my attention at different times. I will be more careful in the future to give all my attention to one position at a time.

Synopsis

Livermore Tower Controller reported a runway incursion.

Time / Day

Date : 201903
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X
ATC / Advisory.Tower : DFW
Aircraft Operator : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Landing
Route In Use : None
Airspace.Class B : DFW

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : DFW
Aircraft Operator : Air Carrier
Make Model Name : A321
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Final Approach
Route In Use.Other
Airspace.Class B : DFW

Person

Reference : 1
Location Of Person.Facility : DFW.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 12
ASRS Report Number.Accession Number : 1630631
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Other

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

I had just opened Local East 1 at the start of the day shift. I was briefed on closures which included taxiways M3, M4, M5, EL between RWY 17R and RWY 17C and M between M3 and M5. I cleared Aircraft X to land on Runway 17C and advised him of the taxiway closures and asked that he plan to exit at M6. I then cleared Aircraft Y to land and advised them to plan the same exit. On landing, Aircraft X advised that M6 was coned off and not usable. I sent Aircraft Y around , but noticing that they may have touched down and seeing that enough of Aircraft X appeared to be on the un-coned portion of M6, advised Aircraft Y to disregard. Aircraft Y did go around. DFW Airport Authority said that M6 was closed and they just forgot to tell us.

Synopsis

DFW Tower Controller reported a runway incursion with two arrivals on the same runway.

Time / Day

Date : 201903

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : NEW.Airport

State Reference : LA

Aircraft

Reference : X

ATC / Advisory.Tower : NEW

Aircraft Operator : Personal

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

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Final Approach

Route In Use : None

Airspace.Class D : NEW

Person

Reference : 1

Location Of Person.Facility : NEW.Tower

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4.2

ASRS Report Number.Accession Number : 1628809

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Aircraft X was inbound from the east assigned 36R by LC (Local Control.) A flight of 4 was inbound for the overhead maneuver 36L. The controller working LC called the flight traffic out to Aircraft X, but misidentified their landing runway as 18L. Being CIC (Controller In Charge) as well as GC (Ground Control), I pointed out the mistake. LC keyed up and said "Correction, that's 36L." I knew this was ambiguous and watched final in case Aircraft X misunderstood and lined up for the wrong runway. When the last flight aircraft joined final for 36L out of the overhead, I thought it might be Aircraft X because he was still distant and also a low wing aircraft. When I asked LC if it was Aircraft X lined up for the wrong runway, he replied that it was not. I then turned my attention to briefing the next controller for GC and CIC. A bit later, I found out that during the briefing Aircraft X did in fact line up for the wrong runway after the flight landed, and had initiated a go around because LC had placed another aircraft on the runway in front of him.

Despite knowing the situation required extra attention, I trusted that LC would watch and handle it after I brought attention to the possibility. I could have delayed the briefing and monitored the situation through its end. However, as a tower team member responsible for several other areas of the operation, I also feel there are limits to the amount attention that can or should be given to other positions. I did have a conversation with that controller afterward and pointed out where the ambiguity came from.

Synopsis

NEW Tower Controller reported that due to transmission ambiguity an aircraft lined up for the incorrect runway, causing a potential runway incursion, and go-around.

Time / Day

Date : 201903
Local Time Of Day : 1201-1800

Place

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

Aircraft : 1

Reference : X
ATC / Advisory.Ground : ZZZ
Make Model Name : Super King Air 200
Flight Phase : Taxi
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV
Flight Plan : VFR
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class C : ZZZ

Person

Reference : 1
Location Of Person.Facility : ZZZ.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Instructor
Function.Air Traffic Control : Ground
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 2.7
ASRS Report Number.Accession Number : 1627711
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was training someone on Ground Control. He requested a poor crossing because there was an aircraft a little too close he didn't see. The Local Controller denied the crossing. Then the Ground Controller then read the hold short instructions correctly to the pilot of Aircraft X. The pilot read back the hold short instructions incorrectly although the language barrier and/or order he used made it difficult to understand his incorrect read back. The aircraft then crossed Runway XXL at Alpha with Aircraft Y on about 3/4 mile final. I saw the Aircraft X entering the runway and immediately told Local Control to send around Aircraft Y on final. I was going to have Aircraft X stop, but he was already too far forward so I had him continue across RWY XXL and hold short of RWY XXR. Aircraft Y landed without a go-around because Aircraft X had crossed the runway.

I have said this before, but I think this facility needs to have a safety logic system. There are a multitude of disparate reasons that there are so many runway incursions here, but because of this very reason, no single procedural change will fix it all. A safety logic system adds a needed layer of safety and should be considered as soon as possible.

Synopsis

Ground Controller reported an runway incursion because of a bad read back.

Time / Day

Date : 201903

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SEE.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : SEE

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Taxi

Person

Reference : 1

Location Of Person.Facility : SEE.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : .4

ASRS Report Number.Accession Number : 1626947

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 : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : Taxi

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Aircraft X wanted to taxi from [FBO] located on the north side of the airport to his hangar located on the south side. Due to [FBO] offering the cheapest fuel on the airfield, multiple parallel runway crossings with Local North and Local South Controller occur during times of heavy traffic regardless of where their hangars are located. Aircraft X was instructed at

first to taxi onto Charlie and hold short of Bravo while other aircraft were requesting taxi instructions. I then told Aircraft X to cross Runway 17 on Charlie and hold short of 27R on Alpha. I let Local North (27R) controller know that taxiway Alpha was blocked, due to an aircraft landing [27L] in case he needed to exit the runway onto Alpha. Local North could not get the instructions to aircraft out in time to continue taxiing down the runway. The landing aircraft exited on Alpha. I then told Aircraft X to hold short of 27L on Bravo to prevent a nose to nose situation. Aircraft X read back hold short 27L on Bravo and then questioned if he could cross Runway 27R. I was offline coordinating with Local North controller to request to cross 27R after departing traffic while other aircraft called requesting for taxi. I did not catch transmission right away and Aircraft X crossed 27R while departing aircraft was taxiing onto the runway for departure. I issued brasher warning to Aircraft X and he called the Tower saying he was instructed to hold short 27L on Bravo. He took that as permission to cross Runway 27R.

I recommend that the FBOs come to an agreement on a general price of fuel range on the airfield. I understand it is a business and they are competing, but the ground traffic complexity is amplified due to the amount of opposite direction parallel runway crossings that happen during busy times of traffic. We try to use the first come, first serve basis but a lot of pilots become irate when they are waiting for long periods of time due to not being the priority. Also, if the pilot questions an instruction, maybe it is better to go back and verify than assume.

Synopsis

SEE Ground Controller reported a runway incursion attributed to aircraft taxiing to different FBO's for cheaper gas prices on the airport.

Time / Day

Date : 201903
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Altitude.MSL.Single Value : 4000

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Make Model Name : Do 328 TJ (Turbojet)
Crew Size.Number Of Crew : 2
Flight Plan : IFR
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class C : ZZZ

Person

Reference : 1
Location Of Person.Facility : ZZZ.Tower
Reporter Organization : Government
Function.Air Traffic Control : Instructor
Function.Air Traffic Control : Ground
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 2
ASRS Report Number.Accession Number : 1626942
Human Factors : Communication Breakdown
Human Factors : Training / Qualification
Human Factors : Situational Awareness
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was providing OJT on Ground Control when this event occurred at the Local Control position. I was sitting pretty far back from the Ground Control Trainee in order to give them space and feel like they were working the position independently. However, by doing this and also having my ear piece in the ear facing the Local Controller I was not hearing their transmissions very well. I heard the Local Controller coordinating with Operations/crew about getting on to Runway XX but didn't hear how long they were going to be out there. A short while later I heard Aircraft X check on with the Local Controller and I thought they cleared them to land, but wasn't sure that was all that was said. I thought the Local Controller had a plan to have the vehicles exit prior to Aircraft X getting too close. The Runway Incursion Device (RID) was activated during the event which reinforced my thought that they were aware of the situation. I then turned my attention and focus back to my trainee. After a few minutes I heard Aircraft X say something to the Local Controller and at the same time my trainee said "Yeah you still have vehicles on the runway." At this point I looked up at the radar scope and Aircraft X looked to be on about a 1.5 mile final. Before I was able to say anything, the Local Controller told Aircraft X to go-around and told the vehicles that were still on the runway to exit. Aircraft X entered left traffic for Runway XY and landed without incident.

I strongly believe in the Tower team concept and felt very responsible for not alerting the Local Controller to the imminent situation. In the future I am going to make several changes to prevent this from occurring again. I am going to try and be closer to the front of the cab when training, so I can scan the runways better and fully hear what the Local Controller is saying. I am going to move my ear piece to the ear opposite of the other controller in the cab to hopefully pick up on their transmissions easier. I am always going to use and teach the phraseology "continue" for any situation that might prevent a safe landing until it is resolved.

I think in this situation the Local Controller just plain made a mistake and forgot about the vehicles on the runway. The Local Controller saying "continue" instead of "cleared to land" may have prevented the situation. However, I don't think a phraseology/procedural change is the best solution for something that has such dire consequences. I strongly believe had there been a ground based radar system or something similar, which would have given an alarm to the Local Controller, the situation would not have escalated as far as it did.

ZZZ airport is unique in the fact that we get a lot of low visibility days. Due to these conditions the controllers, pilots, and vehicles don't always have the ability to scan the runways and final. I think what really bothered me about this situation, was had it occurred in low visibility operations the outcome could have been disastrous. The controllers and management at this facility are extremely professional, detailed oriented, and work very hard to develop procedures to keep this airport as safe as possible. However, despite our best efforts mistakes still occasionally occur.

With the technology that is now available and the traffic level at our airport increasing, I think it is almost negligent that we don't have some sort of ground based radar or something similar to assist controllers. We owe it to the flying public to have that extra crucial layer of safety on top of being vigilant safety professionals.

Synopsis

Tower Controller reported an aircraft go-around due to vehicles on the runway.

Time / Day

Date : 201903
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : MSP.Tower
State Reference : MN
Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X
ATC / Advisory.Tower : MSP
Aircraft Operator : Air Carrier
Make Model Name : B737-800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Landing

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : MSP
Aircraft Operator : Air Carrier
Make Model Name : A330
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff

Person

Reference : 1
Location Of Person.Facility : MSP.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Developmental
ASRS Report Number.Accession Number : 1626623
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Air Traffic Control
When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Aircraft X was on a 5.5 mile final for Runway 12R. I instructed Aircraft Y heavy to line up and wait while a previous aircraft exited the runway. At a 2.5 mile final I cleared Aircraft Y heavy for takeoff and told the pilots traffic is at 2.5 mile final. Next, I went back and cleared Aircraft X to land. We are ILS critical so I had to withhold the landing clearance until I cleared Aircraft Y heavy. Aircraft Y heavy was slower to roll than expected and I instructed Aircraft X to go-around, climb and maintain 3000, and turn right heading 140 degrees. I waited for a response and did not receive one. The ceilings and visibility were very low. Aircraft X broke out of the clouds right over the approach end and continued to touchdown on the runway. Aircraft Y heavy was more than 6000 feet down the runway but the aircraft wheels were not all the way off the pavement.

What led to the event was Aircraft Y heavy taking longer than normal to roll and Aircraft X not following instructions to go-around.

Synopsis

MSP Tower Controller reported a runway incursion which reporter attributed to a late rolling heavy jet departure and an arrival.

Time / Day

Date : 201903

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : UNU.Airport

State Reference : WI

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : UNU

Aircraft Operator : FBO

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : Direct

Airspace.Class G : UNU

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : UNU

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Flight Phase : Takeoff

Airspace.Class G : UNU

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 44

Experience.Flight Crew.Last 90 Days : 21

Experience.Flight Crew.Type : 44

ASRS Report Number.Accession Number : 1625406

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was flying to UNU. About five miles out, I checked the AWOS and made a position report over the CTAF. Dodge County UNICOM responded telling me the winds and the altimeter setting. Shortly after, an airplane announced they were departing on Runway 20. I decided to also use 20 and entered on the downwind, making a position report on the CTAF as I did. I decided to go-around because I was too high on final. I called out my go-around on the CTAF. As I was going around I saw the wind sock and noticed it was pointing in the opposite direction, more in line with Runway 02.

Instead of turning crosswind for Runway 20 and going around the pattern, I continued to climb for a straight departure. Not hearing anyone else on the CTAF I turned around to do a straight in for Runway 02. I announced my position on 2 mile final for Runway 02. I continued in on final and when I rounded out, my eyes went to the end of the runway during the flare. That's when I saw a plane taking off from the other end of the runway. He lifted off and turned hard right immediately. We avoided each other by several hundred feet. I turned off on the first available taxiway. I never heard him call out that he was departing. As soon as I was on the taxiway I called up the UNICOM asking for a radio check, no one answered me. Immediately after, Aircraft Y called the UNICOM asking for a radio check. They answered that they heard him loud and clear. Aircraft Y then called on the CTAF asking me, do you copy. I responded that I copied, but he didn't say anything else so I don't know if he heard me. I called the UNICOM two more times asking for a radio check. It wasn't until the last time that they responded saying they heard me and [another aircraft] also responded saying they heard me. I then asked if they heard me the whole time. They responded saying they heard me on the go-around.

I don't know [if] something went wrong with my radio or my push to talk button. The lack of response from the UNICOM on my first radio check requests and the [other aircraft] saying he heard my go-around call out but not my 2 mile final call out seems to me like there was some equipment issue. I don't know if Aircraft Y did or did not make a departure call. His calling for a radio check to the UNICOM would seem to suggest he did.

The incident has led me to institute several changes to procedures and checklists. My CFI told me it doesn't matter where you enter the traffic pattern as long as you announce your position, and I hear airplanes doing straight in approaches at my home airport on a regular basis. In the future, however, I will not be doing straight in approaches unless needed. I will always be entering the pattern on the downwind to ensure I can check for traffic on the ground. I will add checking the opposite end of the runway for departing

traffic while on final, so that I can execute a go-around and side step the runway to the right if such a conflict occurs. I am vigilant about checking for traffic on base and final on the departure end of the runway before I taxi out onto a runway for departure. I will add checking base and final for the opposite end of the runway when departing.

Synopsis

C152 student pilot reported an NMAC with opposite direction traffic on short approach at UNU airport.

Time / Day

Date : 201903

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PWT.Airport

State Reference : WA

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

RVR.Single Value : 6000

Aircraft

Reference : X

ATC / Advisory.CTAF : PWT

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Takeoff

Airspace.Class G : PWT

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 : Private

Experience.Flight Crew.Total : 157

Experience.Flight Crew.Last 90 Days : 11

Experience.Flight Crew.Type : 11

ASRS Report Number.Accession Number : 1625404

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 175

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I had finished run-up and taxied to the holding line on the taxiway. I was first in line for takeoff. When I got to the holding line, I canted the aircraft towards final, and did a quick scan of the downwind.

I saw an aircraft on downwind and heard him announce he was extending his downwind to let the traffic bunched up on the taxiway to depart.

I then asked my passenger to read the takeoff tasks listed on the console as I did not want to forget to adjust the mixture to full rich (after leaning for taxi) or to turn on the electric fuel pump.

He did, and I checked them as he read them off. (The reason I had my passenger read those tasks was because I had read in [a] magazine it's a good idea to give your passenger(s) something to do so they feel involved in the flight.) After getting those checks done, I checked for traffic on the downwind and traffic on final.

I saw no traffic on either, and had heard no announcement of aircraft turning base or final, so I began to depart.

As I turned on the runway, I heard a plane announce he was on final and was landing over top of me.

I immediately pulled the throttle, applied full brakes and my aircraft quickly came to a stop within the threshold markings.

The aircraft on final flew well over me (at about 175-200 AGL), landed about halfway down the runway and executed a touch and go. Which is why I say there was no evasive action taken.

I made three mistakes in this incident, two of which are something others might want to be aware of when carrying a passenger in the right seat.

1.) Contributing factors:

I had the passenger read the takeoff task list on the console when we were at the hold line. That was the wrong time to do so. And I believe this is why I did not hear the plane landing make his announcements.

Preventing a recurrence:

When at the hold line, I'll concentrate on listening to and looking for other aircraft in the pattern. I will either read the tasks myself, or have the passenger read them, before leaving the run-up area.

2.) Contributing factor:

When looking for traffic on final, I did not ask my passenger to move his head so I could get a clear view. I believe the passenger blocked my seeing the plane on final.

Preventing a recurrence:

I will ask my passengers to move their heads so I have a clear view of final, and also use the passengers as a second set of eyes and ask them to look and see if they see any aircraft on final.

3.) Contributing factor:

Hearing the aircraft on downwind announce he was extending his downwind to let traffic depart and assuming he was number one to land.

Preventing a recurrence:

I'll never again assume that the aircraft I see and hear is the only one in the pattern. I'll make sure to check with both my ears and eyes to verify where traffic is.

Synopsis

PA-28 pilot reported an aircraft landed over him when he taxied into position without seeing the other aircraft.

Time / Day

Date : 201903

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PBI.Airport

State Reference : FL

Altitude.MSL.Single Value : 4000

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : PBI

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Initial Climb

Route In Use : Vectors

Airspace.Class C : PBI

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : PBI

Make Model Name : EMB-505 / Phenom 300

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Nav In Use : FMS Or FMC

Flight Phase : Initial Climb

Route In Use : Vectors

Airspace.Class C : PBI

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : PBI

Make Model Name : Super King Air 200

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Landing

Airspace.Class C : PBI

Person

Reference : 1
Location Of Person.Facility : PBI.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Developmental
ASRS Report Number.Accession Number : 1622687
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

I was working LC (Local Control) with aircraft backing up on both the north and south parallel taxiways for Runway 10L. We were using alternate jet headings. Training was in progress on both GC (Ground Control) and CD (Clearance Delivery). I departed a C208 on a 160 heading, APPREQ'd (Approval Request) by the CIC (Controller in Charge), from Runway 10L followed by Aircraft X runway heading climbing to 4,000. Aircraft Z did a good job slowing on final for Runway 10L and I tried to squeeze out another departure as to not go into delays towards the back of the line. Aircraft Y was told to LUAW (Line Up and Wait) Runway 10L initially but I then cleared them on a 120 heading climbing to 4,000 once I saw I would have runway separation. I told Aircraft Y about the traffic on final and to keep their momentum turning the corner onto the runway. I cleared Aircraft Z to land Runway 10L. Aircraft Y got onto the runway and stopped. Aircraft Z replied back "There is still an aircraft on the runway." I sent Aircraft Z around. Aircraft Y had already started their takeoff roll by the time I was going to cancel their clearance and they were at a speed I felt was unsafe to have them abort the takeoff. At this time the CIC was telling me to turn Aircraft Z, the go around aircraft, to a 120 heading. I had cleared Aircraft Y on a 120 heading and told Aircraft Z to fly runway heading for divergence. Multiple people in the tower cab were shouting out headings, presumably trying to help me out, which briefly confused me as to what heading I had actually given Aircraft Y. I glanced down at my strip and I had written 120 which reminded me I cleared them on the 120 heading. I told Aircraft Z to fly runway heading and maintain 1,500. The CIC told me to turn Aircraft Z to a 120 heading and I obliged. I told Aircraft Y who was in their climb to fly runway heading because Aircraft Z was turning to a 120 heading. Aircraft X who preceded Aircraft Y was also on runway heading. As this was going on the controller in training on GC was asking me to cross Runway 10R as well as Runway 14. Runway 14 was not in use at the time and given to GC for crossings. Being asked to cross Runway 14 when it was given to GC diverted my attention to scan Runway 14 thinking that in the chaos that ensued with the go around I had missed something on Runway 14. I did not notice that by putting Aircraft Y on runway heading I had negated the divergence I would have initially had if they would

have been on the 120 heading and lost separation with Aircraft X.

If I could do this all over again, I would not have tried to get the third aircraft, Aircraft Y, out in front of Aircraft Z. By doing this I caused a chaotic chain reaction that resulted in a loss of separation. Delays are a big deal at PBI and I did not want to be a contributing factor to the delays but in hindsight delaying a few aircraft would have been a lot easier to explain to the supervisors and my coworkers as well as being safer.

Synopsis

PBI Tower Controller reported a loss of separation due to an aircraft on the runway, coordination from others trying to help and putting departing and go around aircraft on the same heading.

Time / Day

Date : 201902

Local Time Of Day : 0601-1200

Place

Altitude.AGL.Single Value : 25

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Initial Climb

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Taxi

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Last 90 Days : 140

Experience.Flight Crew.Type : 1300

ASRS Report Number.Accession Number : 1619670

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 25
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Student and I were on an IFR flight plan and was cleared to depart. We pulled up to runway XX cleared base and final and entered runway. We powered in and accelerated. Airspeed came alive and we called it. Just around rotation speed we noticed a low wing [aircraft] moving at a good pace on [an intersecting] taxiway. Part of me was hoping he was going to stop. He didn't. At that time I knew we were committed and allowed student to rotate. I did command him to push forward right after rotation preventing him from pulling up aggressively into a power stall. As we crossed bravo taxiway on our runway XX he was directly below us with only 25 feet separation.

As we climbed I calmly smirked on radio "Oh look at the little plane on our runway". Someone else on the field saw the situation and called out the runway incursion and will get the tail number. As we were about to switch over to approach that person in the plane finally announced on the radio "I suppose I owe you an apology and a new pair of shorts." We weren't amused.

I feel that continuing the rotation was warranted as we had airspeed and the accurate stop at that point would have ended in collision. There was very little time to react to his crossing anytime earlier due to his forward speed. There was no radio calls by him nor stopping to check for traffic departing the runway. Zero situational awareness.

Prevention could be better non towered training with communications, looking out. Especially with crossing runways and taxiways.

Synopsis

GA flight instructor reported a ground conflict on takeoff from a non-towered airport when an aircraft crossed unannounced.

Time / Day

Date : 201902

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : None

Airspace.Class C : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 48

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 48

ASRS Report Number.Accession Number : 1618244

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Training / Qualification

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2

Location Of Person : Gate / Ramp / Line

Reporter Organization : Personal

Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 15000
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 1618276
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Landing Without Clearance
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

I was flying in the pattern performing touch and goes (4 prior) when I was heading downwind turning onto base. ATC instructed me to stay at or above 600 feet, so that an inspection truck could enter onto the runway. I initially was confused and asked them to repeat a second time. They did and I read back the instructions. I still was a little confused, but thought they were instructing me to land at a steeper descent rate. I was used to hearing the term "go around" and by hearing "at or above 600 feet" didn't match with what I normally heard in the past. So maintaining 600 feet or above would have resulted in me "going around" and I just didn't understand. When ATC realized that I wasn't complying, they asked the inspection truck to "hold short" of the runway and no incident resulted.

I reviewed the Pilot Controller Glossary and we weren't able to find the phrase "restricted low approach at or above 600 feet". Although, it was found in the Air Traffic Controller's Handbook (7110.65). But as my instructor suggested, it seems like it's asking a lot for a student pilot to review the ATC handbook. I found this to be a very confusing instruction when I was in a phase of flight, which required my complete attention on landing the airplane. For me, as a student pilot, is still a very new experience.

I'm really sorry! I definitely understand the instructions now and won't make that mistake in the future. I will also make sure that I inform all ATC that I'm a "student" pilot.

Narrative: 2

One of my primary students was gaining solo experience in the local area. He was practicing landings in the traffic pattern.

While on downwind, ATC cleared him to "Make a restricted low approach at or above 600 feet" in order to avoid a city vehicle that was performing the morning runway check.

This was phraseology he was not familiar with. He did not comply with the clearance and elected to continue his approach for a touch and go. ATC saw that he was not complying with the clearance and instructed the city vehicle to hold short of his runway.

As the instructor, I clearly failed in my duty to ensure that he was familiar with this clearance.

However, I must also add that it is a rather confusing instruction and one that is not used very often. I have since polled several pilots and many of them find it a confusing instruction.

I have talked extensively with this student. We have discussed the Pilot Controller Glossary and I have tested him on several of the phrases. I have also made it very clear, and I believe he understands, that a pilot cannot under any circumstances occupy a runway until he hears phrases that involve the word "cleared" and the runway name.

I have also re-insisted that he inform every controller he interacts with that he is a student pilot on the initial call. I believe this incident would probably not have happened if the controller had known that the aircraft was being operated by a student pilot.

Synopsis

C150 student pilot and the non-participating flight instructor reported a communication breakdown resulted in a runway incursion.

Time / Day

Date : 201902
Local Time Of Day : 0001-0600

Place

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B767-300 and 300 ER
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Taxi

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : A321
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi
Route In Use : None

Aircraft : 3

Reference : Z
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-900
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Final Approach
Airspace.Class B : ZZZ

Person : 1

Reference : 1
Location Of Person.Facility : ZZZ.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Function.Air Traffic Control : Instructor
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 13

ASRS Report Number.Accession Number : 1615950
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Distraction
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Ground Personnel

Person : 2

Reference : 2
Location Of Person.Facility : ZZZ.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Developmental
ASRS Report Number.Accession Number : 1615947

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Crash and Rescue was called for a Cat 2 for the emergency Aircraft X because of a flap issue, and deployed multiple vehicles in places around Runway 30L. Aircraft X landed without incident, turned off and cleared the runway downfield at taxiway M. The next arrival to Runway 30L was 7 miles away, so Aircraft Y was put into position on Runway 30L awaiting Aircraft X clearing downfield. After Aircraft X cleared the runway, he asked if Crash Rescue could inspect the aircraft outside, and vehicles that were close to Aircraft X approached the aircraft. There were some additional Crash vehicles on the opposite side of the runway that, after Aircraft X cleared the runway and had asked for the inspection, started to position themselves to cross close to Aircraft X at taxiway M.

The Crash vehicles asked for a crossing at taxiway M to join the inspection of other vehicles on the other side, and priority was given for them to cross with Aircraft Y still holding in position. The multiple vehicles crossed at taxiway M, however, it was not clear if all vehicles were clear of the runway when the aircraft on final, Aircraft Z, was at a 2 mile

final. The decision was made to exit Aircraft Y because of not getting an "All clear" from the rescue vehicles and not visually able to tell if they were all off the runway. Aircraft Y tried to exit at A2, but was slow getting off, while at the same time Crash vehicles called clear at taxiway M. Aircraft Y appeared to be clear at A2, but the ASDE (Airport Surface Detection Equipment) alerted, and Aircraft Z was sent around.

The multiple vehicle crossing at M, delayed calling clear, and aircraft slow to exit all contributed to Aircraft Z going around. While there was a go around, safety was not compromised, and priority was given correctly to the emergency aircraft and vehicles. The timing of all parties involved was just a little slow, but does not demonstrate a pattern or need for any changes.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

Tower Controllers reported sending an aircraft around due to Airport Surface Detection Equipment alert for an aircraft exiting the runway.

Time / Day

Date : 201902

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : BWI.Tower

State Reference : MD

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : Mixed

Weather Elements / Visibility.Visibility : 1.5

Light : Daylight

Ceiling.Single Value : 1000

Aircraft

Reference : X

ATC / Advisory.Tower : BWI

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use.Localizer/Glideslope/ILS : 10

Flight Phase : Initial Approach

Airspace.Class B : Y

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

Experience.Flight Crew.Last 90 Days : 360

ASRS Report Number.Accession Number : 1615225

Human Factors : Time Pressure

Human Factors : Distraction

Human Factors : Situational Awareness

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 460
ASRS Report Number.Accession Number : 1615240
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Time Pressure

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Other / Unknown
Detector.Person : Air Traffic Control
When Detected.Other
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

BWI was landing and departing on Runway 10 (single runway operations) due to winter operations and runway conditions. Because of the single runway operation, our final was slightly longer than usual. After our hand-off from Approach Control to Tower, we were cleared to land on Runway 10.

Other takeoff and landing operations would occur prior to our landing. Also, prior to our landing a ground vehicle, escorting additional vehicles, requested permission to briefly enter the runway. The vehicles received their clearance and shortly thereafter reported that they were clear of the runway. BWI Tower acknowledged the radio transmission of the vehicles reporting clear of the runway. We continued our approach. The approach lights and the touchdown portion of the runway lights were in view prior to reaching the approach minimums. Visibility limitations prevented us from seeing the entire length of Runway 10 and the covering of snow removed the normal visual contrast cues. Just prior to touch down, the Tower directed a go-around due to a vehicle being on the runway. At that time, we had not seen the vehicle. We think we saw the vehicle in our peripheral vision as we executed the go-around.

During our go-around, while still on Tower frequency, we heard part of a conversation between the Tower and the vehicles that had received clearance to enter Runway 10 prior to our arrival. It seemed the Tower initially thought one of these vehicles was on the runway. The escorting vehicle was stated that their vehicles were clear. We also heard go-around instructions issued to other aircraft. It is possible that the vehicle on the runway was a different vehicle and unrelated to the vehicles we heard on Tower frequency.

It was fortunate that the Tower called the go-around because we had not seen the vehicle. We were vectored for another approach and landed without further issue. As we checked in with the Tower the second time, the Controller (it sounded like the same Controller) apologized for the late go-around call. We expressed our thanks that he gave us the call.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

B737-700 flight crew reported tower directed go-around just prior to touchdown due to vehicle on runway.

Time / Day

Date : 201902

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : MSY.Airport

State Reference : LA

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility : Fog

Aircraft : 1

Reference : X

ATC / Advisory.Ground : MSY

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : MSY

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff

Route In Use : None

Airspace.Class B : MSY

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : MSY

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Airspace.Class B : MSY

Aircraft : 4

Reference : A
ATC / Advisory.Ground : MSY
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 : Taxi

Person

Reference : 1
Location Of Person.Facility : MSY.TWR
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1.0
ASRS Report Number.Accession Number : 1615210
Human Factors : Physiological - Other
Human Factors : Situational Awareness
Human Factors : Confusion
Analyst Callback : Attempted

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was working Ground Control taxiing three aircraft from the ramp to runway 11 via E (from directly below the tower to the far west side). As the first two made their way west a fog began to roll in. I was waiting for Aircraft A to come out the other side of the fog but it seemed to be taking longer than it should. I noticed Aircraft Y begin his take off roll at the same time I found the Aircraft X on the AMASS (Airport Movement Area Safety System) heading towards Runway 11 on taxiway F. I yelled for Local Control to stop him

and he canceled his take off clearance. Aircraft X keyed up as I attempted to reach out to him. He said that he must have taken a wrong turn and shouldn't he continue forward. I told him to hold his position and asked if he had room to make a 180 without entering the runway. I don't recall the exact answer but it was a no.

Aircraft Y exited the runway and I asked local if I could enter the runway to turn him around. He said wait for the next lander which was Aircraft Z. Aircraft Z landed exited at taxiway D (just before F). I was able to put Aircraft A on to the runway and exited him at taxiway D as well west bound on taxiway F. The CIC (Controller in Charge) reported it downstairs to the Supervisor and the Supervisor reported it to whoever. However I overheard the conversation and no one repeating the situation mentions Aircraft Z that still landed. I didn't want anyone to get in trouble should they pull tapes. I assumed when I asked to enter the runway that Aircraft Z was being sent around. And I admit when he said he was landing I didn't argue. It maybe had been unsaid but I did think maybe a go around might add a problem in the weather even though Aircraft X was outside the "gate" on the AMASS he was facing the runway stationary. I believe it was handled the best way possible in all honesty. I just didn't want it to look like a possible event was being hidden.

Synopsis

Tower Ground Controller reported a taxiing aircraft entered a runway at the same time a departing aircraft was beginning its takeoff roll.

Time / Day

Date : 201902

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : SLC.Airport

State Reference : UT

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : SLC

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Landing

Route In Use : Visual Approach

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Plan : IFR

Route In Use : Vectors

Person : 1

Reference : 1

Location Of Person.Facility : SLC.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1614559

Human Factors : Situational Awareness

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1614801

Person : 3

Reference : 3
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1614813
Human Factors : Situational Awareness
Human Factors : Troubleshooting

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Returned To Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Aircraft X was cleared to land on runway 16L with Aircraft Y holding short of 16L waiting to depart. Another aircraft was crossing a 4.5NM final for 16L and Aircraft X was told to expedite to H4 (a high speed taxiway) to clear the runway and taxi to their gate. Aircraft Y was instructed to line up and wait on 16L. Aircraft X turned early at H5 but was observed clearing the runway; Aircraft X was then instructed to cross the hold-bar and contact Ground. Aircraft Y was cleared for takeoff and issued a departure heading of 160 and they began their takeoff roll. Aircraft X then turned back onto the runway to take the exit at H4. Aircraft Y's takeoff clearance was cancelled and they were instructed to exit at H11, which they did, and were given new taxi instructions to return to runway 16L full length (H13). Aircraft X was issued a brasher statement from the Ground Controller and instructed to contact the Tower by telephone. The aircraft on final landed and Aircraft Y [was] then able to depart with no further issues.

Narrative: 2

I flew the ILS 16L to SLC. On landing roll out, Tower said to exit at H4. I gave the controls of the aircraft to the Captain, answered Tower, and we began to exit the runway. In the process of exiting, we saw 3 taxiways immediately branch out in front of us. We quickly

assessed which branch was correct and turned left onto H4 as instructed. As we taxied onto H4, we heard Tower cancel an aircraft's takeoff clearance for Runway 16L. Once fully clear of the runway, we contacted ground and were instructed to call Tower to discuss a possible pilot deviation.

If possible, I suggest not clearing an aircraft for takeoff until after the landing aircraft is fully clear of the runway.

Narrative: 3

First Officer flew ILS to 16L at SLC. On rollout, Tower says expedite exit onto H4. While rolling out, I take the aircraft and see a sign for H4. I make a right off the runway and see 3 taxiways in front of me H4, H5 and H6. Now, the field diagram has popped up on my iPad so I look down and see that I am pointed more straight toward H5 and H4 is the high speed off to my left. There is a plane pointed at me on Spot 4 leaving the ramp taxiing out. My FO (First Officer) and I discuss that H4 is to our left. I am able to and do make a left turn onto taxiway H4 as instructed. I did not want to continue onto H5 as that was not my clearance and I did not want to come nose to nose with that aircraft. We are in the left turn on H4 when I hear Tower cancel a takeoff clearance for a plane on the runway. After exiting H4 once clear, Ground tells me to call Tower for a possible pilot deviation. I called the number and explained that it took some time while exiting to digest where we are, and where we are going. All of this happened in a very short time. From my vantage point, I was initially pointed more toward H5 but was still in the intersection Y of the 3 taxiways.

As pilots, we do our best to transition from flying an approach, rolling out and hearing and processing exiting taxi clearances. It takes a few seconds to figure out where you are, look at the diagram on the iPad and process it all. I perceived my plane to be in the Y intersection of all 3 taxiways the whole time. The runway clear/hold line for H4 is a distance. I have never landed on 16L. I usually land on the 34's so it does take a while to process information. There are a few signs at that intersection.

Better taxi diagram study probably, but many times at many airports, Tower gives multiple exit directions while we are still trying to roll out. I know they have closely spaced departures and arrivals but we are human and are multitasking at that very moment. It is hard to touchdown, slow down, hear clearances while you are still "flying" and digest them, get your bearings and process what it is that they want you to do. From our vantage point, my aircraft was never clear of the runway when the other plane was given a take-off clearance. We were in the intersection of H4, H5, and H6.

Synopsis

SLC Local Controller and B737 flight crew reported a runway incursion due to taxiway confusion.

Time / Day

Date : 201901

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LOM.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Beechcraft Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

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 : 1200

Experience.Flight Crew.Last 90 Days : 33

Experience.Flight Crew.Type : 752

ASRS Report Number.Accession Number : 1614032

Human Factors : Training / Qualification

Events

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : FAR

Anomaly.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Standard approach to LOM. I made positional report 10 miles and then 5 miles from the airport. I was aware of [Pilatus] on straight in 5 mile final to Runway 6 and announced my intentions to be number 2. Shortly thereafter, I heard a report of a Cessna in the left downwind traffic pattern for Runway 6. I was approaching the 45 for left downwind and anticipated I'll be number 3 after the Cessna. I slowed down as much as I could to maintain separation and extended my downwind with the Cessna in sight turning final.

Here is where I was caught off guard. The Cessna was much slower than I expected and had taken a longer downwind leg than what I would consider usual. Nonetheless, I kept a comfortable separation and planned on a shortfield landing as I was slowed less than standard approach speed. The Cessna landed and taxied all the way to the end of the 3,700 foot runway. There is a turnoff at 1,200 and 2,400 feet. I landed as the Cessna was slowly taxiing to the end of the runway. I was able to turn off at the first intersection at 1200 feet just as the Cessna was turning off the runway at 3,700 feet. My landing was well within my abilities and I was comfortable with the separation and was prepared to go around if I felt it was not safe. When I flew to Oshkosh for the air convention, the separation was much tighter.

In reviewing the FAR/AIM manual (Aviation Reference Book), I was not aware there was any mandatory requirement that a plane must be off the runway before you touch down. I will definitely be more conservative with my spacing for landing.

Synopsis

GA pilot mis-judged distance from aircraft landing and landed on runway before previous aircraft was clear of runway.

Time / Day

Date : 201901

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : IAD.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility : Cloudy

Weather Elements / Visibility : Fog

Weather Elements / Visibility : Snow

Weather Elements / Visibility.Visibility : .75

Light : Daylight

RVR.Single Value : 4500

Aircraft

Reference : X

ATC / Advisory.Tower : IAD

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Takeoff

Route In Use : Vectors

Airspace.Class B : IAD

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 2.0

ASRS Report Number.Accession Number : 1613878

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Ground Personnel

Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 9200
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 85
ASRS Report Number.Accession Number : 1614300
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
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

Assessments

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

Narrative: 1

I was told twice by the Traffic Management Coordinator and the snow team coordinator that Runway 30 was open. Aircraft X was given instructions to line up and wait on Runway 30. I observed the ADSE-X and I did not see any targets on the runway. I was also in the middle of coordinating a closure for runway 1C due to snow removal. It was IFR and the visibility was heavily restricted. I could not see the entire runway. I could only see the first 2,000 feet of the runway at best. At no point did I observe a target or vehicle on the runway or ADSE-X. Aircraft X was given a departure clearance and a vector to the southwest. Aircraft Y was given instructions to line up and wait on Runway 30. As I was closing Runway 1C center on the ADSE-X, the ADSE-X alerted for Runway 30. I did not hear exactly what it said but I am quite sure that it did not say Runway 30 occupied. I thought I closed the wrong runway when I noticed an unidentified target moving towards Aircraft X. The targets were merging and at merging point. When Aircraft X's target moved passed the unidentified target I asked the pilot if he was still there. The pilot stated that it was close. After observing the aircraft airborne on radar and on the assigned heading, I believe I switched the aircraft to Potomac Approach.

I have not had a chance to review the tapes or ADSE-X playback. I will amend this report once I have a chance to review the incident. As mentioned earlier, I was in the middle of closing the runway when the ADSE-X alerted. My initial assumption was I closed the wrong runway. I am aware that my requirement is to issue a cancel takeoff clearance. By the time I noticed and assessed the situation, the targets were merging and merged. There was nothing I could do. I do not know what recommendations I can make on current procedures.

Narrative: 2

The flight departed the ramp after being deiced and anti-iced with Type I and Type IV fluid with an established holdover time of 20 minutes. We were then instructed by Ground Control to taxi to Runway 01 Center. After holding short of Taxiway F on Z while waiting for Runway 01 Center to open for departures, we were offered Runway 30 after the snow removal equipment finished their runway clearing. We were told it would be about 10 minutes until they were finished. The wait for Runway 01 Center would be a longer delay so we accepted the shorter wait for Runway 30 to accommodate our holdover time. As we looked over to Runway 30, about 20-30 vehicles were finishing the clearing and beginning to stage on Taxiway Q, adjacent to runway 30.

We were number 1 holding short of Runway 30 and instructed by the Tower controller to taxi into position and hold on Runway 30. After visually inspecting the wings for contamination and verifying that we had a clean wing and we were within our holdover time we conducted our lineup checks which were completed. The current special observation reported winds 0000 kt, 3/4 SM visibility, light snow and mist, scattered clouds at 500 feet, overcast at 2,300 feet, temperature 0, dew point -1, and altimeter 29.83. Approximately 30 seconds later, the Tower controller instructed us to turn left to a heading of 250 and cleared us for takeoff on Runway 30.

Our pulse lights were transitioned to their steady-on takeoff configuration, taxi light and strobe lights were on, power was advanced and autothrottles were engaged, giving us our desired takeoff power. I conducted my normal call outs during the takeoff roll. After my V1 call out, the pilot flying noticed what appeared to be headlights and amber strobe lights at his 1 o'clock position, on the right half of the runway. He then said something to the effect of "what is that?!" I then looked up and confirmed that indeed there was a truck coming at us. The Pilot Flying immediately looked at the airspeed indicator in the heads up display (HUD) and saw that we were passing through 4 knots above our decision speed (V1). He opted to pull back on the yoke in an attempt to fly over the truck. I believe the driver of the truck saw us at about the same time and made an evasive maneuver into the snow off the runway. I indicated that I saw him spin out and the last thing I witnessed was the truck "fish tailing" off the side of the runway, facing back toward us. The climb out was normal. Our climb checks were completed and we were handed over to Potomac departure. The remainder of the flight was completed without incident.

Synopsis

IAD Tower Controller and pilot reported a near collision on the runway between the aircraft and a snow removal vehicle.

Time / Day

Date : 201901

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Taxi

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Takeoff

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1612432

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1612435

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Returned To Clearance

Assessments

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

Narrative: 1

After landing on Runway XXR in ZZZ, we [exited] and were cleared to cross [another runway] and hold short of Runway XXL, behind a company aircraft. We were then both cleared to cross Runway XXL. The aircraft in front of us being cleared to cross and hold short of K. They stopped immediately after crossing the runway instead of holding short of K, leaving us no space to clear the hold short line. My First Officer contacted ground as quickly as possible to let them know of the issue. Then we both looked to the left and saw an aircraft taking off from Runway XXL while we were still on the runway.

I do not think there was much more that me or my First Officer could have done in this case. We communicated to the best of our ability with ATC and the aircraft in front of us on frequency in order to move off of the runway and past the hold short line as quickly as possible. Luckily, we were on the far departure end of the runway and the runway incursion went without incident.

Narrative: 2

After landing Runway XXR, was given taxi with a clearance to hold short of Runway XXL. We were behind [Company traffic] and they were having language difficulties with tower. Eventually, both of us were cleared to cross Runway XXL. [Company traffic] was told to

hold short of K but failed to pull far enough up to allow us to clear the runway. We were clear of runway but not clear of hold short line, I immediately notified ground we were not clear but ground had language issues with [Company traffic] to get the aircraft to move forward. I looked and saw that an aircraft was cleared for takeoff on Runway XXL and was airborne before we cleared the runway. I informed the captain and ground of the runway incursion.

Have tower ensure to give clearances that allow both aircraft to clear runway when 2 or more aircraft are clear on the same taxiway. This is true for both inside runways at ZZZ.

Synopsis

CRJ-900 flight crew reported being unable to taxi clear off a runway due to preceding aircraft stopping, which resulted in runway incursion.

Time / Day

Date : 201901

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : FTW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Weather Elements / Visibility : Rain

Weather Elements / Visibility.Visibility : 1

Light : Night

Ceiling.Single Value : 800

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Flight Phase : Taxi

Airspace.Class B : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 5200

Experience.Flight Crew.Last 90 Days : 45

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1609973

Human Factors : Situational Awareness

Human Factors : Confusion

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi

Assessments

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

Narrative: 1

We landed FTW RWY 31L. Tower stated we were allowed to vacate right on upcoming taxiways E, or C4. As we slowed down, we noted there were two right turns off of the runway, one which was clearly marked C4 and the one closest to us, which was not clearly marked. The visibility was low and the windshield was covered with water. Pilot Flying assumed the exit was E and started a right turn to vacate the runway. As the turn was completed, we realized this was in fact not a taxiway, but a closed off part of either an apron or old runway. There were no signs or runway edge lights to prevent us or warn us that this area cannot be used, instead there was red lights some 80 feet ahead, so we pretty much knew this was a dead end prior to fully vacating the runway. Crew realized we had made wrong turn and proceeded to turn back to the adjacent taxiway (C4), to vacate. As we completed the turn we realized ATC had cleared another aircraft who announced we were still in use of the runway and was requested to abort rollout. We contacted Ground once cleared of runway and were given taxi instructions and a phone number to call due to deviation. The PIC contacted them and was advised there would be an investigation on the matter.

I question some aspects that possibly lead to this incident. The fact that there are no visible runway edge lights or signs to prevent aircraft from entering this part of the runway. The lack of information on the taxiway plate, though there is a X mark, there is not a hotspot highlighted as high risk for deviations, and ATC's decision to clear another aircraft for takeoff during precipitation and low visibility conditions without the certainty that us (the landing aircraft) had fully cleared the runway.

Synopsis

Air taxi First Officer reported inadvertently exiting the runway into a non-movement area rather than a taxiway.

Time / Day

Date : 201901

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : None

Airspace.Class C : ZZZ

Person : 1

Reference : 1

Location Of Person.Facility : ZZZ.TOWER

Reporter Organization : Government

Function.Air Traffic Control : Instructor

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1609177

Human Factors : Situational Awareness

Person : 2

Reference : 2

Location Of Person.Facility : ZZZ.TOWER

Reporter Organization : Government

Function.Air Traffic Control : Other / Unknown

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 7

ASRS Report Number.Accession Number : 1609191

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : Taxi
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Maintenance truck, needed five minutes on Runway XXL and was granted this access while holding short of Runway XY on Runway XXL. Meanwhile, Aircraft X began taxiing to Runway XXL while an inbound was about 10 miles out for Runway XY. The South radar controller briefly called to coordinate something, but then hung up and this got the Trainee and I in a brief discussion about what APREQ [Approval Request] they may have been considering. We were using the correct memory aid to show that Runway XXL was occupied and unavailable, however, our scan broke down and Aircraft X was cleared for takeoff while taxiing on Taxiway D towards D1, as the Runway XY lander was already crossing the Runway XY/ XXL intersection. Maintenance Truck, then reported exiting Runway XXL as he heard our clearance and saw the A320 turning from D1 to begin taking the runway. I quickly verified that Maintenance Truck had exited Runway XXL, and he confirmed this immediately and then Aircraft X continue lining up on Runway XXL and he then commenced his takeoff roll. Training on local control was in progress and I was the OJT instructor.

I could have refrained from discussing a theoretical APREQ and maybe this would helped the Trainee and I from having a degraded runway scan that is obviously much more important.

Narrative: 2

I was staffing a position while training was being conducted on LC and a Developmental worked GC/CD. The session had been fairly steady with crossing Runway ops and LUAW [Line Up And Wait] being utilized. As traffic died down, I went to the computer at the SUP position to reference ART [time and position tracker]. As I did this I heard the trainer on local make a call to verify that Maintenance Vehicle was holding short of Runway XXL. I looked back to the approach end of the runway and saw that Aircraft X was entering the runway environment. I then saw Maintenance Vehicle exiting Runway XXL at TWY A1. The vehicle had exited the runway environment prior to the aircraft starting takeoff roll. Continue vigilance while training is taking place. The busier traffic had been handled well, but as the perceived lull came, the error occurred.

Synopsis

Tower controllers reported a runway incursion with a departure and a vehicle.

Time / Day

Date : 201901

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : RFD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Cloudy

Weather Elements / Visibility : Fog

Weather Elements / Visibility.Visibility : .25

Aircraft : 1

Reference : X

ATC / Advisory.Ground : RFD

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

Mission : Cargo / Freight

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : RFD

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Final Approach

Airspace.Class D : RFD

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1609051

Human Factors : Communication Breakdown

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Event occurred taxiing on taxiway F from our ramp to runway 7 for departure. On taxi the ground controller reported the new ATIS was current, which we had and I reported we had ATIS. The weather this morning was poor with reported visibility of 1/4 mile and a 200 feet indefinite ceiling. This ATIS also reported that CAT II/III operations were in effect. After this radio call the controller cleared us for takeoff on Runway 7. At this point we were still roughly 2,000 feet from the end of the runway and taxiing slowly due to the poor visibility. We accepted the takeoff clearance but advised we would need time in position before takeoff (The temp was below 3C we needed to do the engine run up per company procedures). The controller responded with approved and advise when rolling. We figured there must not be any other traffic around but looking back on this the controller probably could not see our location on the airport due to the low vis and thought we were closer to the runway than we were.

When reaching to preset the departure frequency I realized we were still on Ground and were cleared to takeoff on the ground control frequency (The same controller was working both) so I switched to tower. After switching to tower I heard our company aircraft, Aircraft Y, checking in on the ILS. It sounded like approach might have handed them over late. After this aircraft checked on the tower asked us if we had started rolling yet and we responded that we had not yet taken the runway. At this point we were between taxiway H and runway 7 on taxiway F. The tower controller once again asked us to verify that we were clear of the runway. We replied that we were clear of the runway and we were holding short.

At this point we were holding short of Runway 7 on F and we could see on TCAS the inbound traffic was at 700 feet. The captain then asked me if we had entered the ILS Critical Area and neither one of us could remember passing the sign for one but we were not necessarily sure since we had been cleared for takeoff so early. Since vis was low with CAT II/III ops in effect, traffic on short final, and we were not sure if we were inside the ILS Critical Area or not (we were holding short of the runway) we decided to lean on the side of safety and reported to tower that we were inside the ILS critical area. The controller then instructed our company aircraft to go around, which they did. After they went around we were issued a new takeoff clearance and time in position to do our run up. We departed and completed our flight without any problems.

After we departed we studied the jepp charts and could not find a ILS hold line depicted at RFD. Upon arrival [at our destination] we called RFD Tower on the phone and asked to clarify. The controller working our departure had already gone off duty but the controller we spoke to told us that the ILS Critical Area for Runway 7 was co-located with the hold short line and that we had not entered into the ILS Critical Area. He thanked us for taking a proactive approach to safety and said there were no issues. Looking back it seems we caused our company aircraft to unnecessarily go-around by erroneously reporting inside the ILS Critical Area. This was not intentional but since we were in doubt we leaned on the side of safety.

Synopsis

B767 First Officer reported low visibility and communications breakdown between flight crew and ATC resulted in ground conflict.

Time / Day

Date : 201901
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : DAL.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X
ATC / Advisory.Tower : DAL
Aircraft Operator : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi
Route In Use : None

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : DAL
Aircraft Operator : Air Carrier
Make Model Name : Citation Excel (C560XL)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff
Route In Use : None

Person

Reference : 1
Location Of Person.Facility : DAL.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Ground
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1
ASRS Report Number.Accession Number : 1607368
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Taxiway
Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was working GC (Ground control). Aircraft Y had just landed RWY 31L and was instructed by LC (Local Controller) to turn right at either taxiway E or C4. LC observed Aircraft Y making a right turn off at C4 then cleared Aircraft X for take off (who I believe was in position at the time). I noticed Aircraft Y continuing a right handed turn onto an old decommissioned reverse exit (Juliet I believe was it's name). I immediately yelled to LC to stop his departure and that Aircraft Y was still on the runway. LC immediately canceled the takeoff clearance. By this time Aircraft Y had done a complete 180 and was slightly working his way southbound on the runway, eventually continuing a right hand turn for C4 again.

The old reverse turn off "stub" should have been and still should be completely demolished. Currently it exists as a approximately 50 foot piece of concrete coming off C4. There are yellow painted X's however at night most likely difficult to see.

Furthermore this airport would greatly benefit from an ASDE-X. This would have given LC an even better idea of the situation.

Synopsis

Tower Controller reported a runway incursion due to an aircraft taking the improper taxi route.

Time / Day

Date : 201812

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : PDX.Airport

State Reference : OR

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : PDX

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : PDX

Make Model Name : PA-34 Seneca Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Route In Use : None

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : PDX

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Airspace.Class C : PDX

Person

Reference : 1

Location Of Person.Facility : PDX.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Developmental
ASRS Report Number.Accession Number : 1606523

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : In-flight
When Detected : Taxi
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

I taxied Aircraft X to Runway 10L full length with a clearance to cross Runway 21 on Kilo. At the time of this instruction, I had control of Runway 3/21. There were no conflicts along the taxi route so I passed the strip. Aircraft Y had cancelled IFR and the Local 1 Controller made the decision to bring Aircraft Y to Runway 03. This was based on ragged fog at the approach end of Runways 10 left and right as well as the southwest. The LC1 Controller then asked for control of Runway 3. I scanned my strip bay and the runway and seeing no traffic, I gave control of Runway 3 to the LC1 controller. I did not realize Aircraft X had not yet crossed and reached the approach end of 10L. The Clearance Delivery Controller recognized that Aircraft X was in the process of crossing Runway 21 at Kilo as Aircraft Y was on short final. He recognized the conflict and advised the LC1 Controller. The LC1 Controller issued go around instructions to the LC1 Controller. When I heard the LC1 Controller issue go around instructions I scanned the runway and adjacent taxiways for conflicts. My thought was an aircraft in the vicinity of Echo and Foxtrot had mis-executed my instructions. I did not see Aircraft X and recognize the conflict. Additionally, before regaining control of Runway 3/21, I issued taxi instructions to Aircraft Z via Kilo with the clearance to cross 21. I take full and complete responsibility for this incident. It was my responsibility to ensure that no conflicts existed prior to transferring control of Runway 3/21. Additionally, it was my responsibility to protect the runway when I do not have control of it. I did not execute those responsibilities. I expect to be held accountable as I would expect anyone in this organization to be held accountable for mediocre, sub-standard, unsafe performance. I am completely supportive of any and all remedial training opportunities to include classroom training, skill enhancement training and decertification. I do not want to be a minimally competent controller. I welcome the chance to get better. After discussions with senior experienced controllers about their techniques in this type of situation, I am not going to give up control of my runway until visually verifying that all aircraft in the receiving controllers bin are accounted for prior to releasing the runway. I am open to all constructive comments and ideas to be better. I am available for any clarifying questions.

Synopsis

Portland Tower Controller reported a ground conflict and runway incursion were managed by issuance of go-around instructions.

Time / Day

Date : 201812
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : MSP.Airport
State Reference : MN
Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X
ATC / Advisory.Tower : MSP
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 : Taxi
Route In Use : None

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : MSP
Aircraft Operator : Air Carrier
Make Model Name : Bombardier/Canadair Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Final Approach
Route In Use.Other
Airspace.Class B : MSP

Person

Reference : 1
Location Of Person.Facility : MSP.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 0.5
ASRS Report Number.Accession Number : 1604127
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control

When Detected : Taxi

Result.Air Traffic Control : Separated Traffic

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was working the Local Control South position. I observed Aircraft X on Runway 22 approaching Runway 12R/30L. Due to the aircraft's taxi speed I concluded the Aircraft X would be unable to stop without causing a runway incursion. At the same time Aircraft Y was approximately on a half mile final to Runway 12R. I told Aircraft Y to go around. I then observed Aircraft X cross Runway 12R on Runway 22 and turn onto taxiway Whiskey. Wigwag lights and retractable barriers installed at the intersection of 12R/30L and Runway 4/22.

Synopsis

MSP Tower Controller observed a fast taxing aircraft and sent the aircraft on final around.

Time / Day

Date : 201812
Local Time Of Day : 1801-2400

Place

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Person : 1

Reference : 1
Location Of Person.Facility : ZZZ.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Local
Function.Air Traffic Control : Trainee
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5.5
ASRS Report Number.Accession Number : 1604111
Human Factors : Training / Qualification
Human Factors : Workload
Human Factors : Situational Awareness

Person : 2

Reference : 2
Location Of Person.Facility : ZZZ.TOWER

Reporter Organization : Government
Function.Air Traffic Control : Supervisor / CIC
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : .9
ASRS Report Number.Accession Number : 1604125
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Time Pressure

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi

Assessments

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

Narrative: 1

I was providing OJT on Local Control. Traffic was building with numerous aircraft in the north and south patterns. I asked the CIC to split the Local Control position. It took him a couple of minutes as he was working on an IFR release for us and attempted to take a briefing but it was too busy to brief. I told the Developmental working to make his pattern players full stop so that we could brief and start fresh. Aircraft X was cleared for a full stop landing on RYXXL, number one. Aircraft Y was cleared to land RYXXL, number two, following Aircraft X. Spacing was close, so the Developmental told Aircraft Y that "S turns" south of course were approved for spacing, hoping that the pilot would make them and adequate spacing would be achieved. We moved on to other traffic and by the time my scan made it back to RYXXL Aircraft X had landed approaching a turn of south of the runway at Taxiway P, closely followed by Aircraft Y who had already landed and rolled out. I instructed Aircraft X to exit the runway immediately and Aircraft Y followed him off at taxiway P.

I should have shut down the pattern and then reconvened once we were able to split the Local position. I also could have taken over for the Developmental at a point where we had decent control over the traffic; it had developed to a point that we were reacting and the situation was chaotic.

I do have to mention that the staffing levels are low and would greatly benefit from more controllers so that we could have the Local Control position split.

Narrative: 2

At the time of the event, I was the CIC. Traffic was moderate to heavy with moderate complexity due to the mixture of aircraft in the traffic pattern with itinerant aircraft. There was training on Local Control only. The Local trainer asked to split local operations. I then told our Ground Control to make a split ATIS and I moved over to the local-north position to preview it. As I began to preview the position, I realized traffic was too heavy and complex to split at that very moment. I then instructed local to full stop all traffic and shut the pattern down so we could split positions. Local then began to tell aircraft to land and

taxi back. Aircraft X was at a very slow taxi speed and exiting RY2XXL at Papa intersection when I noticed Aircraft Y rolling out behind Aircraft X, maybe within a few hundred feet. I believe the mixture of training on Local and what appeared to be training in both of the aircraft involved led to the loss of separation. Aircraft X appeared to be at a very slow taxi speed exiting the runway and Aircraft Y appeared to be at a faster than normal roll out for an aircraft cleared to land.

I would recommend training be stopped if traffic level and complexity requires locals to be split.

Synopsis

Tower Controller and Controller In Charge reported a runway incursion after attempting to land all aircraft due to workload and splitting Local Control.

Time / Day

Date : 201812
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : BTR.Airport
State Reference : LA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC
Weather Elements / Visibility.Visibility : 0.25

Aircraft : 1

Reference : X
ATC / Advisory.Tower : BTR
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Flight Plan : IFR
Flight Phase : Taxi
Route In Use : None

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : BTR
Make Model Name : Small Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 1
Flight Plan : IFR
Flight Phase : Takeoff
Flight Phase : Taxi
Route In Use : None
Airspace.Class C : BTR

Person

Reference : 1
Location Of Person.Facility : BTR.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4
ASRS Report Number.Accession Number : 1603791
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Distraction
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew
Communication Breakdown.Party2 : ATC
Analyst Callback : Completed

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Taxiway
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

BTR was LIFR [Low Instrument Flight Rules], VV002 and Vis was 1/4. Aircraft Y was taxied to RWY13 via Echo--Bravo without issue. Aircraft X was taxied to RWY 13 using the same route. The Ground Controller kept Aircraft X on a short leash and issued multiple hold short and reporting instructions. Aircraft X was first told to hold short of Bravo. Aircraft X reported holding short of Bravo and was told to make a left onto Bravo and hold short of RWY 22L at Bravo. Ground Control received the crossing from me (Local Controller) and crossed Aircraft X across RWYs 22L and 22R, and Aircraft X reported across RWY 22R.

Aircraft Y called ready at [Runway] 13. I instructed Aircraft Y to hold short of [Runway] 13 and stated I wanted to verify the position of another aircraft one more time. Ground Control confirmed that Aircraft X was established on Bravo. I cleared Aircraft Y for takeoff. After Aircraft Y departed, Aircraft X reported that he was sitting at Echo/Echo 1. In order for Aircraft X to be at Echo/Echo 1, Aircraft X never made the turn onto Bravo and never crossed the parallel runways, but crossed the active, RWY 13, [which] Aircraft Y departed from. The Ground Controller issued a Brasher Warning and taxied Aircraft X to RWY 22R since that would be the easiest/closest runway to depart from.

BTR has had multiple issues with incursions. As part of the LSC [Local Safety Council] that just got updated, [it] recommended to the airport that their vehicle/mower operator numbers be simplified, which they did. [Also], on each controller's birth month, each controller gets an airfield tour by Airport Ops.

We received word from AJI [Safety and Technical Training] [that] we did everything that we could have to prevent this, yet it still happened. The pilot never admitted that they were lost. They lied to the Ground Control when they reported being on the expected taxiway at least 3 times. The pilot needs to be held to the same standard that we are and at a minimum, needs to have their license suspended. I would recommend going through ground school again. It is the weekend warrior that has posed the most danger.

Since BTR is in the Top 5 for [Runway] incursions, I would recommend ASDE [Airport Surface Detection Equipment] as well; [I'm] not holding my breath. I would also recommend "wig wags" at every intersection and in-ground flashing lights at every intersection. During our LSC discussions, it has been stated that we are lucky that we haven't knocked somebody out of the sky. This was by far the closest I have ever come and it wasn't because of something that we did as controllers.

Callback: 1

Reported stated same information as reported and would like to see some input/help from the FAA as this is a Top 5 airport, [reporter thought] for runway incursions. Reporter would like equipment as requested in report for the airport.

Synopsis

BTR Tower Controller reported a runway incursion due to weather and pilot not following correct taxi instructions which could have ended in a disaster.

Time / Day

Date : 201812

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 5

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

ATC / Advisory.CTAF : ZZZ
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase : Taxi

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 53
Experience.Flight Crew.Type : 210
ASRS Report Number.Accession Number : 1603772
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 10
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While performing flight training in the pattern at ZZZ, a runway incursion almost created an accident. While 3 aircraft are in the pattern all using Runway XX and all pilots communicating on the CTAF frequency, Aircraft Y entered active Runway XX during the touchdown phase of our landing. The aircraft was not talking on radios but looked like he was going to stop at the hold short line so we made the decision to continue. On round out just before touchdown aircraft entered runway and a go-around was executed. We missed aircraft by about 10 feet. That aircraft then continued to taxi to Runway XY and departed. I called him on the radios and the pilot responded "Sorry didn't see you." He also stated he was using his radios but no other aircraft nor the FBO could hear him.

Synopsis

PA-28 flight instructor reported a critical ground conflict when an aircraft taxied onto the runway, requiring evasive action.

Time / Day

Date : 201812
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : VNY.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Ground : ZZZ
Aircraft Operator : Corporate
Make Model Name : Light Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Taxi

Person : 1

Reference : 1
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1602681

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1602682
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

We were repositioning from FBO 1 where we cleared Customs and dropped clients over to FBO 2 to prepare to depart for [destination]. We were given clearance to taxi via Alpha and Papa to hold short of [Runway] 16R. After being told to hold a couple of minutes for other crossing traffic we were given clearance to cross [Runway] 16R at Papa and to join Bravo to FBO. About 10 seconds after being cleared to cross, Ground instructs us to hold short immediately for landing traffic. We advised we were already across the hold short line based on the earlier clearance. We were then cleared to cross once again expeditiously. The other GA aircraft on short final was sent around as a runway incursion would have followed due to our inability to be completely across the hold short line in time.

The Ground Controller seemed a bit overwhelmed due to the amount of GA traffic in the pattern and taxiing for [Runway] 16L. We were vigilant in keeping up with what was going on on the ground and did not see much margin for incursions as separate runways were being utilized for GA and jet traffic.

When there is a busy traffic pattern double verifying cleared across runway instructions.

Narrative: 2

We were doing an FBO repo, without pax, from FBO 1 (for Customs) to FBO 2. We were given a clearance to "taxi FBO 2 via A,P,B, hold short 16R". While holding short, we heard a plane ask to return to the FBO for mechanical issue. Ground went back and forth with them and then cleared us to cross [Runway] 16R, "no delay". [Copilot] read the clearance back and we started rolling. When our nose crossed the hold short line (5 seconds maybe), Ground came back and said "hold short 16R". We stopped abruptly and [copilot] told Ground we stopped but our nose is over the line. Immediately, Ground once again cleared us to cross [Runway] 16R. We proceeded cautiously looking at the approach end as we then saw a small plane on short final. As we cleared [Runway] 16R on the other side, we noticed that aircraft had gone around. We were never told to contact Tower. There was never any confusion over the radio or in the cockpit with what our clearance was at any time. Ground didn't call us again.

Synopsis

Corporate jet flight crew reported a runway incursion due to Ground Controller's ambiguity and lack of situational awareness.

Time / Day

Date : 201812

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 20

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B777-300

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Airspace.Class B : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 21600

Experience.Flight Crew.Last 90 Days : 160

Experience.Flight Crew.Type : 665

ASRS Report Number.Accession Number : 1601998

Human Factors : Situational Awareness

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Check Pilot

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1604915

Person : 3

Reference : 3
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 21500
Experience.Flight Crew.Last 90 Days : 182
Experience.Flight Crew.Type : 8000
ASRS Report Number.Accession Number : 1602019
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

At approximately 20 feet on a visual ILS landing to Runway XXR, tower control said, "Aircraft X go-around." As our main gear began to touch the runway, a go-around was performed. We asked for the reason and tower explained there was a vehicle on the runway. We climbed initially to 4,000 feet on the published missed approach and then we were given a climb to 5,000 feet as well as vectors for a left downwind and base to Runway XXL for a visual approach and landing to a full stop. This flight was leg 4 of an OE training for me and I was being monitored by a Check Captain.

Narrative: 2

Recently I was performing a QC Check on one of our LCA's who was giving OE to a new Captain, from the second observer's seat. This was a nice weather morning landing in ZZZ, Visual with ILS backup. The student Captain was about to touchdown and the rear axle touched down nicely and the middle and forward axles either were about to touch, when ATC directed our flight number to go around. I heard it from the second observer's seat, and was ready to verbalize when after a slight hesitation, to probably process, the LCA started the thrust application for the go around maneuver. By that time the air/ground switch most likely went to zero tilt and ground mode, from my position I did not have a clear view of the LCA moving the throttles, but felt the acceleration, then the

go around profile, which was flown well. The interesting part became the debrief after the subsequent landing, and a good debrief with all crew members including myself from my limited view. Startle factor definitely played into the event, and with a quick scan both from information on final and touchdown, there was no identified crossing air traffic on the 1's conflicting with our landing on XXR. The Tower Controller provided a brief explanation on the balked landing/go around, while I believed I understood the information they were providing, it was not ATC controller phraseology, but it generally identified the threat, as a ground vehicle from a group of workers, working on taxiway lights, that had parked/driver near/on the hold line for XXR, and caused an alarm in the Tower, most likely from the Runway Safety Light System or the ground radar, and the subsequent go around occurrence. On the subsequent landing rollout the men and equipment working, were visible, as we landed and cleared XXL. While they were not on the runway, they apparently fouled the runway environment warning system, and alarmed the Local. After parking and the post flight debrief, much credit to our LCA, as similar to this xx article, either TOGA switch was not pushed, but it most likely would not have been automatically available as described in the Flight Manual Warning, the Caution, and the Rejected Landing procedure with the associated warnings and cautions. In this case the LCA correctly manually pushed the power up at the base of the throttles to provide energy back to the aircraft and the go around mode inputs from the Captain student who was the Pilot Flying. Well done by the LCA!

Narrative: 3

This report is to report a last minute go-around in ZZZ as directed by the Tower that resulted in a balked landing and Altitude Deviation. We were inbound to Runway XXR and ATC had cleared us for the ILS approach. We had also been cleared to land on Runway XXR. I was conducting a Captain OE. I was the LCA flying in the right seat and I was the monitoring pilot and the one communicating with ATC. The weather was improving to the point that ATC was trying to determine whether they could fly visual approaches. I had relayed our flight conditions to the ZZZ Tower and asked if they could relay back to approach for us. During our approach we had a direct crosswind from the right and we were sequenced behind a 777 who was approximately 3 to 4 miles ahead of us on the approach. The 777 landed and exited the runway and was well clear by the time we were on short final. As we got to about 400 FT AGL, I asked the Tower for a final wind check. I observed a 767 departing off of Runway 1R. We were passing about 250' AGL at the point we saw the 767 crossing our runway on their initial climb. This seemed consistent with normal spacing and normal operations for ZZZ ATC. As the Captain initiated the flare descending below 50 FT AGL, I heard ZZZ Tower direct us to go-around. The Captain focusing on his landing did not hear or process the last minute ATC instruction to go-around. I read back the clearance to go-around, but since my student didn't hear it, I had to direct him to go-around. Not seeing the Captain responding to the ATC direction to go-around, I reached over and aggressively pushed the throttles forward and told him to go-around. This all happened very fast, so I'm not 100% sure on everything that took place in the flight deck. The airplane touched down on the runway momentarily before we became airborne and started the go-around. The Captain continued flying the airplane during the go-around. We did a momentary soft touchdown on Runway XXR before the thrust kicked in and we began climbing during the go-around. Essentially the last minute go-around resulted in a balked landing maneuver. Our go-around was hurried and a few procedural steps got omitted. The Captain failed to initially push the TOGA switches, but the throttles were pretty much full forward as I had interceded and had shoved them forward manually to initiate the last second go-around. We made the initial climb at a higher power setting which resulted in a faster airspeed and a faster climb rate than normal. Fortunately, we did not exceed any engine parameters or flap speeds during the go-around. The Captain re-engaged the autopilot at approximately 500 FT AGL on the go-around. He also re-

engaged TOGA. We were given a further clearance by ZZZ Tower to fly the runway heading and climb to 3,000 FT. With the amount of thrust applied, we were climbing at a high rate of ascent and even with the auto pilot engaged, the auto-flight system leveled off high before it corrected back. We busted the altitude by 100 FT as it captured the altitude. Maximum altitude indicated was 3,100 FT. With 4-crew members in the flight deck we noted that none of us saw a change to the "Runway Status Lighting System", so we were not sure initially on what caused the Tower to direct the last second go-around. We do not believe the go-around was due to a loss of separation with another airplane. We were re-sequenced for a 2nd approach and after landing on Runway XXL, we exited on the forward high speed. As we taxied on XXX taxiway, we noted that there was a vehicle and men located near the taxiway. Although I'm not positive, we believe the go-around may have been triggered due to concerns that a vehicle had encroached our landing runway. We debriefed the event at the gate following engine shutdown.

Synopsis

Pilots reported going around due to a vehicle in close proximity to a runway, and then overshooting the assigned altitude by 100 feet.

Time / Day

Date : 201812

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MPTO.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : MPTO

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Type : 1609

ASRS Report Number.Accession Number : 1601070

Human Factors : Time Pressure

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected.Other

Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

Sitting number one for takeoff while holding short of Rwy 03R in MPTO, we believed we heard in very broken English "line up and wait 03R, be ready for an immediate". I saw Aircraft Y approaching and thought it will be tight but doable. I responded to ATC with "Line up and wait 03R, and we'll be ready". Practically all the ATC communications were in Spanish, except for our clearance. This makes it very difficult to have situational awareness. We heard an ATC transmission while we were taking the runway in Spanish that included "[our company callsign]" and had intensity in his voice (I can only assume this was the Aircraft Y pilot asking what the heck was going on with [our company callsign] taking the runway).

Then ATC said something that seemed like a takeoff clearance. At this time the Captain was straightening the aircraft onto the runway centerline. I asked ATC "say again." There was no immediate response so the Captain keyed the mic and said "confirm cleared for takeoff." We both heard "affirmative." We proceeded with the takeoff roll. I was flying pilot and the Captain was non flying pilot. While we were on the takeoff roll we heard in Spanish "Aircraft Y... [unintelligible]... Going around."

Once we got in the air around 800 ft AGL, ATC told us that our instruction was to "line up and wait after landing traffic and be ready for immediate." The Captain responded that we did not hear the "after landing traffic" portion. Since we did not hear that I never responded when I accepted the lineup and wait clearance. I read it back and ATC had that opportunity to correct the situation before we took the runway. Also, why did we hear "affirmative" after the Captain asked to "confirm cleared for takeoff"?

I believe the majority of the transmissions in Spanish played a large role in this event due to not giving us complete situational awareness. Also the controller's English was very poor and they spoke fast making it difficult to understand. I personally feel that ATC made a mistake and was trying to put the blame on us after their bad decision to issue us a takeoff clearance.

Synopsis

Air carrier First Officer reported communication breakdown with ATC regarding takeoff clearance from MPTO.

Time / Day

Date : 201812

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Flight Plan : IFR

Flight Phase : Takeoff

Route In Use : None

Person : 1

Reference : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1600001

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Distraction

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Other

Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Function.Air Traffic Control : Instructor

Qualification.Air Traffic Control : Developmental

ASRS Report Number.Accession Number : 1600003

Human Factors : Situational Awareness

Human Factors : Distraction

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

Communication Breakdown.Party2 : Other

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was on position as a stand-alone CIC during the event. Training was being accomplished on Ground Control. Vehicle X was holding short of Runway XX on W. Ground Control issued instructions to the vehicle to cross Runway XX without coordinating with Local Control. Local Control had just cleared Aircraft X to takeoff on Runway XX. Knowing this, I shouted "No, no, no!" which can be heard on the tapes, towards the Ground Control Trainee. The Trainee then stopped in the middle of the transmission. Vehicle X began to cross the runway, and then read back the crossing instructions. Aircraft X was on takeoff roll and slightly airborne when Vehicle X crossed in front of it. Vehicle X was clear of the intersection of Runway XX and W before the aircraft reached it.

At the time, there was a coyote running around the field, including on active runways. Myself and the Ground Control Trainee were trying to keep an eye on the coyote in order to relay its position to Vehicle X, which is the reason the vehicle came out in the first place. I believe this may have been a contributing distraction to the event.

As the CIC, I think that instead of shouting "No, no, no!" I should have shouted "Hold short" instead. Perhaps that may have cued the Trainee to say those words instead of just stopping the transmission altogether. Memory aids were used properly at the time; I think this is just a freaky mistake that is a one-time thing. I don't know that anything else could have been done on my part to prevent this incident. The Trainee could possibly learn to scan better (looking at the board to see that Ground Control did not have Runway XX for crossing) and the OJTI [On-the-Job Training Instructor] perhaps could have keyed up over the Trainee and told the vehicle to hold short.

Narrative: 2

I was acting as an OJTI [On-the-Job Training Instructor] for Ground Control training a developmental. The developmental told Vehicle X to cross Runway XX at taxiway W. Vehicle X immediately started crossing the runway before reading it back as Aircraft X was beginning their takeoff roll on Runway XX. The CIC in the cab alerted us to the departing aircraft, but it was too late to intervene as the vehicle had already crossed in front of the departing aircraft. I did not intervene in time to prevent the runway incursion judging that it would be safer for the vehicle to continue across the runway in fear it may stop in the middle while traffic was departing.

In this situation, Vehicle X did not read back the clearance/instructions until after he was across the runway. I recommend that vehicles should either read back the clearance while proceeding or before proceeding to ensure compliance and to allow time for intervention.

Synopsis

Two Local Controllers reported a runway incursion between a departing aircraft and a crossing vehicle.

Time / Day

Date : 201811
Local Time Of Day : 1801-2400

Place

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Flight Plan : IFR
Flight Phase : Taxi
Route In Use : Vectors
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : Cessna Citation Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Final Approach
Route In Use.Other
Airspace.Class D : ZZZ

Aircraft : 3

Reference : Z
Make Model Name : Gulfstream V / G500 / G550
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Initial Approach
Airspace.Class D : ZZZ

Person

Reference : 1
Location Of Person.Facility : ZZZ>Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Function.Air Traffic Control : Instructor
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5
ASRS Report Number.Accession Number : 1598958
Human Factors : Communication Breakdown
Human Factors : Workload
Human Factors : Training / Qualification

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

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was doing OJT on Local Control. We were using the ILS RWY XX circle to RWY XY approach. The trainee cleared an Aircraft for takeoff then canceled the takeoff clearance. The Aircraft crossed the hold short line. The trainee issued the next arrival Aircraft Y a go around to fly heading 280 and maintain 018. I then issued the published missed approach. Aircraft Y then began to turn south. Aircraft Z was the next arrival and had a 60 to 70 kt overtake on Aircraft Y. I issued a 250 heading to Aircraft Y to avoid Tracon overhead traffic and to keep them away from Aircraft Z. I issued a 300 heading and 018 to Aircraft Z to avoid conflict with Aircraft Y. While I was trying to handle separation between Aircraft Y and the ZZZ1 arrival I didn't give Aircraft Z a frequency change to Tracon. Tracon called and asked me to switch Aircraft Z which I did, however Aircraft Z had flown out of the 018 MVA area and into the 020 MVA area.

I would maintain better awareness of the proximity of Aircraft to the higher MVA areas and issue a climb to 020 to avoid MVA conflict.

Synopsis

Local controller reported failing to issue a frequency change to an aircraft resulting in aircraft entering a higher MVA.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 40

Light : Daylight

Ceiling.Single Value : 5000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Ground : ZZZ

Make Model Name : PA-44 Seminole/Turbo Seminole

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Taxi

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : PA-44 Seminole/Turbo Seminole

Operating Under FAR Part : Part 91

Flight Phase : Final Approach

Airspace.Class D : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 963
Experience.Flight Crew.Last 90 Days : 246
Experience.Flight Crew.Type : 590
ASRS Report Number.Accession Number : 1598854
Human Factors : Communication Breakdown
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

I was performing a closed-pattern training flight with a student pilot at ZZZ. I was in contact with Tower.

On the final leg, Tower advised Cleared to Land XXR, land long for X-2 (taxiway). Student pilot correctly read back instruction and landed between the approach end of XXR and taxiway X-3. Upon landing, Tower instructed "Exit at X-3", which the student pilot read back correctly. Student pilot applied heavy braking to exit at X-3 as instructed.

Aircraft Y was holding short of XXR at X-3, and as our aircraft began exiting on X-3 it became clear that there would not be enough space to exit at X-3. At this time, Tower instructed our aircraft to "Stop right there", which we did. Tower instructed Aircraft Z on final for XXR to go around, and instructed us to taxi to X-2 and exit the runway. I read back the instruction, and affirmed that we had been instructed to exit at X-3. Tower controller disagreed and reprimanded student pilot and instructor.

In summary, Tower provided incorrect instructions to aircraft which were properly read back followed, causing an aircraft on short final for landing to go-around, and for two aircraft on the ground to become close to each other.

Synopsis

C172 flight instructor reported ATC issued taxi instruction that created a ground conflict.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Make Model Name : Large Transport

Flight Plan : IFR

Flight Phase : Landing

Airspace.Class C : ZZZ

Person

Reference : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Qualification.Air Traffic Control : Fully Certified

Qualification.Flight Crew : Glider

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

ASRS Report Number.Accession Number : 1598265

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : Taxi

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

GC (Ground Controller) coordinated a RWY XX crossing at [intersection] utilizing a conditional clearance after an arrival. Subsequently, RSU [Runway Safety Unit] pickup truck called to access the runway to pick up gear. GC told RSU to proceed onto runway XX

without coordinating possession of the runway.

1. Coaching the controller that runway crossings and runway ownership and separate events and need additional coordination.
2. It is being taught that GC can use a conditional request to access a runway from local control. For example "after the [aircraft] on final, cross Rwy XX at [intersection]?" This is distracting to the local controller and introduces unnecessary risk into the system. I believe this to be a systemic issue and that a 7110.65 change be initiated to close the loop.

Synopsis

Tower Front Line Manager reported incorrect coordination that led to a runway incursion.

Time / Day

Date : 201811

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Work Environment Factor : Poor Lighting

Light : Night

Aircraft

Reference : X

ATC / Advisory.Tower : BUR

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 200 ER/LR (CRJ200)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Reference : 1

Location Of Person : Company

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Check Pilot

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1598186

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Human Factors

Primary Problem : Ambiguous

Narrative: 1

On that night, Controller was a little difficult to hear. Instructions were not completely clear and concise.

This detailed report is to explain multiple transmission instructions the interpretation confusion between our flight and Burbank Tower Control.

It is critical and extremely important for me to make clear: At no time were we on the runway after exiting. At no time did we re-enter the runway after clearing the runway during this event. I always make absolute certain I completely exit the runway and bring the aircraft past the runway holding lines at any airport I fly into.

We discussed flying into BUR and the operational differences the day before on our trip and during this day since the First Officer had never flown into BUR. We extensively discussed flying anomalies and techniques due to the short Runway 8 and close proximity the Terminal was to Runway 8/26. We looked at all charts, viewed the 10-7C pictorial discussing the runway/aircraft proximity threat and critical importance of vigilance. We looked closely at the 10-9 and the single Hot-Spot at the corner of 8/26-15/33. There are no hot-spots exiting off right from Runway 8 nor any notes regarding runway end threats, Tower expectations, or standard exiting procedures. To mitigate these threats, we briefed everything well prior to the decent to insure the First Officer had full focus and concentration to conduct stabilized and unstressed approach and landing.

As we rolled to the end of Runway 8, Tower instructed: "Turn right to the ramp taxi parking remain this frequency." Knowing it is very narrow between the runway [and] the terminal, I made a 90 degree right turn and taxied deliberately straight ahead to insure I was completely clear of the runway. Exiting Runway 8, it is very dark and impossible to see surface markings without aircraft lighting illuminating the surface, as there are no taxi lights, yellow line centerline lights or runway entry guard lights.

When I was completely clear of the runway, I slowed to make sure I had a clear look at taxi markings. I saw the yellow taxi line and began a turn to the right to join it. I noted [an air carrier] pushing back 3 gates ahead and tail turning towards us, I did not know how far back they would be pushed so, I made the right 90 degree turn onto the yellow line carefully and not taxiing forward. Lighting is virtually nil exiting from Runway 8 and impossible to see lines on the surface without full aircraft lights on.

20 seconds later- Tower said: "I need you to turnoff sir, traffic 1 & half mile behind." The aircraft was completely off the runway before this. (*Note- On the phone later he told me "Tower cannot really see us down there"). I finished making the turn by this time and was on the yellow line.

Tower then said: "Once your nose wheel is square on...on the solid yellow line hold position" What I heard: "Once your nose wheel...yellow square...hold your position.'

Because transmissions were a little muffled, the tarmac and end of the Runway 8/26 [to our right] was very dark, I thought he wanted us to hold by a 'yellow square or something to make sure we were out of the way for [the air carrier] pushing and/or the aircraft on final for Runway 8 to land. Because I had not flown into BUR for several years, I thought we both had missed some new holding point/line once cleared off the runway and normally awaiting further taxi clearances during our thorough briefings of BUR.

I was perplexed with his instructions, so I began a slow turn to the right, thinking perhaps I was on the wrong yellow line and we both saw the black & yellow hold line. I knew that was not what Tower meant and I stopped.

**We never crossed the black and yellow hold line.

Tower then instructed: "Once your nose wheel is on the solid yellow line hold position." Tower apparently did not know if we were "square on the yellow line," so he instructed [the air carrier] to go-around.

I turned to the left to get parallel (square) on the yellow line. I replied: "Will advise, my apologies will advise when on the yellow line." Again, T instructed: "Roger, just advise when you're on the solid yellow line sir." (Reconfirming they cannot see us).

I told Tower we were on the yellow line.

Tower instructed us: "Turn right onto Runway 8 back taxi and turn left into the ramp around the 737..." [The] rest of transmission was cut off. First Officer read back what we thought we heard and asked for clarification since the transmission cut off. Tower again instructed us: "Once you're past the 737 pushed out ahead of you join into the ramp and continue to the gate."

To ensure we had the clearance correct, the First Officer asked for confirmation when we were at the point to turn left onto the ramp. Tower confirmed the clearance. We continued taxiing to the gate.

We were asked to contact Tower regarding a possible Pilot Deviation. I called and had a discussion with the Tower controller related to this event. He told me they cannot see us well down there at that spot. It then became clear to me why he kept instructing us on the yellow line and asking us to report the yellow line. He could not tell where we were.

[The cause was] very poor to no lightning around the south end of Runway 8 (after passing runways 15/33). The only lighting are white flush mounted runway edge lights. No taxi lights on the south side, no lighted runway signage of any kind on the south side, no lighted "yellow line", no runway entrance guard lights.

Nothing in any of the briefing text or any of the various approach plates, nor the Overview charts, 10-7, 10-9 charts regarding this area off runway 8.

No disclosure from Tower when instructing us they have no/limited visibility at that end which made their multiple transmissions about the Yellow line a little perplexing.

Seems to me from this studying this event that the "yellow line" is the Tower's demarcation of a safety zone/buffer to the runway instead of the black & yellow hold line. Any aircraft not precisely parallel on it is cause to call a go-around.

Having commercial aircraft all exit to the right off Runway 8 instead of exiting off left creating a safer environment.

I get the impression from reviewing this event, the lack of standard lighting or any lighting is due to light pollution restrictions for neighboring homes. Which removes safety from this part of the field.

Tower uses some non-standard terminology: "get ya flipping" (to another aircraft for clearance prior to us) and "nose wheel square."

I have spent an extensive amount of time replaying the event in my mind, looking over charts, Google Maps Satellite of the ramp/runway, listening to Live ATC to make sense of what caused this communications problem and the layout problems of Burbank.

My suggestions are:

Tower should opt to have aircraft exit left, 180 degree and hold short of the Runway at [Taxiway] A. The north side is properly lighted; it is wide-open, taxiway is properly marked and no threat of aircraft pushing back or yellow line problems. Would reduce south side congestion dramatically and safety improved greatly.

More charts. Include a satellite overview of the airport with several zoomed in sections as well for terminal areas.

Add a Hot Spot at the south side end of Runway 8 all along the terminal, not just the intersection.

Add some form of acceptable lighting for that entire area. Some signage to insure all aircraft know what the tower demarcates as 'off the runway.'

Yellow Line lighting, low intensity would be sufficient.

Generate a separate 10-9 type chart that outlines that yellow line, the specifics on what tower expects when you exit south off of runway 8. With an overview drawing with arrows perhaps.

If none of this, then at a minimal level- when Tower gives taxi instructions as aircraft are rolling out, be VERY SPECIFIC as to what they want. i.e. Aircraft XXX, turn right off the end, right again, taxi aircraft parallel onto the solid yellow line closest to the terminal and stop.

Synopsis

Air carrier flight crew reported radio transmissions from the Tower Controller were somewhat broken and there was some confusion over taxi instructions after landing. They were on the yellow taxiway center line, but non-standard terminology used by ATC caused them confusion.

Time / Day

Date : 201811

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Snow

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Make Model Name : EMB-505 / Phenom 300

Flight Plan : IFR

Flight Phase : Landing

Route In Use.Other

Airspace.Class C : ZZZ

Aircraft : 2

ATC / Advisory.Tower : ZZZ

Make Model Name : Citation II S2/Bravo (C550)

Flight Plan : IFR

Flight Phase : Landing

Route In Use.Other

Airspace.Class C : ZZZ

Aircraft : 3

ATC / Advisory.Tower : ZZZ

Make Model Name : Citation II S2/Bravo (C550)

Flight Plan : IFR

Flight Phase : Landing

Airspace.Class C : ZZZ

Person

Reference : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1597971

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected.Other

Assessments

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

Narrative: 1

Heavy snow falling and lots of snow accumulating Runway XX in use. Shortly before this time I had received a call from TRACON saying Aircraft X was minimum fuel and was having vertical and horizontal problems and was asked if the runway was clear enough to land on. I was working Ground and Local combined and had a CIC in the back. I asked the 2 guys working on the runway trying to clear it off for the 2 IFR aircraft, Aircraft Y and Aircraft Z that were proposed to come in behind Aircraft X if the runway was clear enough to bring him in. [They] said to give them 10 minutes and it would be. Based on where Aircraft X was I told TRACON that we could take him. I then told [people working on runway] that Aircraft X is coming in and that they can work till the he was 5 miles out to try to clear as much of the runway as they could for them. Aircraft X was inbound about 5 miles out and, I had told Aircraft X that I had them working on the runway trying to clear as much of it as they could for him. I told [people working on the runway] the aircraft was 5 miles out and to exit the runway and report when clear, since the snow was so thick I could hardly see the 2 plows on the runway I had them report clear.

I was told [one] was going to A5 and would report clear and [the other] was going to Runway YY the off runway. [The first] reported clear and then I asked [the other person] again to report clear. [He] told me he was stuck but he was off the runway, close but clear. I then told Aircraft X that the plow had slipped off the runway close but clear around Runway YY on the left side of his Runway and even asked if he was comfortable with that. Aircraft X said he was and landed safely. Behind Aircraft X was Aircraft Y who told me he was having moderate rime ice from 3,000 feet and needed to land. I informed him about the plow that was stuck on the left side of the runway close but clear and asked him if he was OK with it. He told me "I need to land" so I cleared him to land. After Aircraft Y landed I seen Aircraft Z on the screen coming in on the ILS Runway XX when he was inbound I told him about the plow that was stuck and asked him if he was OK with it and he said it was fine. What led to the event is the CIC did 2 reports for the plow that was stuck and the emergency Aircraft X. My supervisor told me today that I had 3 deals because the plow that got stuck was in the RSA [Runway Safety Area] and since he was stuck that he is an obstacle. We have many charts upstairs and not a single one of them defines the RSA on them, nor does are SOP define the RSA.

Inform other controllers that if a vehicle gets stuck close but clear he is now an obstacle, also define the RSA that is not defined anywhere.

Synopsis

Local Controller reported three aircraft to landed with a snowplow was stuck off the runway in the RSA area.

Time / Day

Date : 201811
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 : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Mission : Passenger

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase : Taxi

Aircraft : 3

Reference : Z
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase : Parked

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 134
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 134
ASRS Report Number.Accession Number : 1595243
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Runway
Anomaly.Ground Incursion : Runway
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

While inbound, 10 miles east of the airport I made a position call on CTAF frequency. An unknown person called back and asked if I was familiar with the airport. I called back and answered "yes, I am, I know I have to stay east of the runway." They called back and confirmed, and informed me they are using Runway XX. I continued to make position calls at 5 miles, then 2 miles at which time I entered the downwind for Runway XX. I then continued to make my base call followed by my final call. As I touched down on XX, a pilot proceeded to make taxi call for XX and entered the runway about 1,000 feet ahead of me. I had to slam on my brakes and divert off to the left of Runway XX onto flat dirt and skidded to a halt sideways to avoid hitting her aircraft on the runway, and avoid hitting aircraft parked in the dirt. The pilot then apologized and said "sorry, I didn't see you." I departed a little later to my next destination.

Synopsis

PA28 pilot reported an aircraft taxied onto the active runway down field, which required an evasive maneuver resulting in a runway excursion.

Time / Day

Date : 201811

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Takeoff

Person

Reference : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 7.9

ASRS Report Number.Accession Number : 1594673

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was working Ground Control, and our Supervisor was training on Local 1. I had an aircraft call me clear of Runway 28L at Taxiway G1 (Aircraft X). I immediately noticed he was not clear of Runway 28L and appeared his tail was partially over [Runway] 28L. I alerted Local Control as Aircraft Y was departing Runway 28L and airborne as they passed Aircraft X. I then taxied the aircraft to transient ramp. The trainee on LC1 did not observe the issue until I pointed out and had an aircraft on takeoff roll and airborne before noticing the event. The Supervisor was involved and notified of the event when it happened. I estimate 10/15ft lateral separation, and 50ft (at the most) vertical separation when the event occurred.

I recommend recurrent training for the trainee involved and/or emphasis on scan especially when issuing departure/landing clearances. I believe the lack of scan and tower cab awareness led to the event happening. This trainee is near their max hours, recommend an evaluation to see whether or not they can truly make it at ZZZ.

Synopsis

Ground Controller reported a runway incursion due to developmental on Local not scanning runway to ensure arrival was clear of runway.

Time / Day

Date : 201811

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : TUS.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : TUS

Aircraft Operator : Military

Make Model Name : Fighting Falcon F16

Crew Size.Number Of Crew : 1

Flight Plan : IFR

Flight Phase : Takeoff

Route In Use : None

Airspace.Class C : TUS

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : TUS

Aircraft Operator : Military

Make Model Name : Fighting Falcon F16

Crew Size.Number Of Crew : 1

Flight Plan : IFR

Flight Phase : Takeoff

Airspace.Class C : TUS

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : TUS

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

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Landing

Airspace.Class C : TUS

Person

Reference : 1

Location Of Person.Facility : TUS.TOWER

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Function.Air Traffic Control : Local

Function.Air Traffic Control : Handoff / Assist

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4

ASRS Report Number.Accession Number : 1594330

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 : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

I was the only CPC in the building, working LC1, LC2, LA, and CIC, with our two lowest time developmentals beside me in GC and FD/CD. A CPC came in early to work credit, and I told him to get plugged in. A call from the supervisors' office requested him downstairs for a briefing, and I told him to call back downstairs and say he was needed for the operation. Downstairs overrode me, and added that a second CPC had also arrived early for credit but was being held downstairs for the briefing as well.

Several minutes later, I cleared Aircraft X two-ship for takeoff with Aircraft Z several miles out. I did not see or hear that Aircraft Y [part of Aircraft X's flight] had aborted takeoff partway down the runway, and I was too task-saturated with traffic and phone calls to notice him. There is certainly a chance he was behind the beam that blocks a portion of the runway directly in front of the LC1 position. I was further distracted by the extremely unusual circumstance of Aircraft X coming back to my frequency off the departure end and asking to stay with me to high key. I asked if it was for both aircraft or just a single, and he was fairly nonchalant in responding "Yeah, I'd just like to check on my wingman". Again, not something that in anyway don't my attention to the fact that his wingman was still on the runway. While attempting to coordinate Aircraft X's request with Arrivals and Departures, I was able to make out part of Aircraft Z's transmission over the loudspeaker asking if he was cleared to land. Again, not knowing about Aircraft Y, I again cleared Aircraft Z to land. Our newest developmental made a comment as Aircraft Z was rolling out that he was probably asking because of the [aircraft] on the runway. This was the first moment I became aware Aircraft Y had not taken off. Even once I was alerted to it, actually seeing him out the window took a moment because they are almost perfectly runway colored anyway.

Well, clearly all these positions combined during the middle of the day with the Air National Guard out and still departing is not a safe situation. But that isn't a procedure change. We already know that, it's been talked about many times. I really don't like the feeling of throwing anyone under the bus, but the fact is I was the lone CPC/CIC in the

building with three FLM's downstairs, and when additional CPC's came in early to help they were kept out of the operation despite my protest. I had multiple frequencies, a mix of arrivals and departures, as well as at least one phone call about another aircraft. We spend too much time operating this way, and it is just too many tasks to balance when something goes awry.

Synopsis

TUS Tower controller reported not noticing a rejected takeoff, due to heavy workload from combined sectors and lack of staffing, and landing traffic causing runway conflict with the RTO aircraft.

Time / Day

Date : 201811

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : PDX.Tower

State Reference : OR

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Ground : PDX

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 : Taxi

Route In Use : None

Aircraft : 2

ATC / Advisory.Tower : PDX

Aircraft Operator : Air Taxi

Make Model Name : Small Transport

Operating Under FAR Part : Part 135

Flight Plan : IFR

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class C : PDX

Person

Reference : 1

Location Of Person.Facility : PDX.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Developmental

ASRS Report Number.Accession Number : 1592650

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : In-flight

When Detected : Taxi

Assessments

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

Narrative: 1

When I had taken the GC [Ground Control] position, RWY 03/21 had just been returned to GC after a small arrival to the runway. RWY 03/21 is typically used by GC unless prior coordination usually when traffic permits a small prop to land on it and [Local Control] LC2 requests use of it from GC. LC2 had requested the use of RWY 03/21 for another arrival no more than 15 minutes after I took the position. I, working GC had also [Clearance Delivery] CD/FD combined with me, so I had multiple things taking my attention. I authorized the use of 03/21. Aircraft X had called for taxi and I gave them standard routing for the flow we were in, "RWY 10L, taxi via Tango, Kilo, Cross RWY 21." I had forgotten that I had given 03/21 to LC2 position. The other LC had come over and was standing next to me which I thought was strange and I made a comment to why he was there and he drew my attention the fact that Aircraft X was crossing the departure end of RWY03 and Aircraft Y was short final for that runway on the opposite end. The LC2 controller was made aware of the situation at the same time. We observed that Aircraft X had been clear of the runway edge before Aircraft Y crossed the landing threshold. In air traffic control, we can't always rely on our memories - there is too much at stake for that. That is why we have memory aids that we utilize. I was using a memory aid when this occurred and my scan had failed me. I had gotten into a flow that is more common and rattled off a standard instruction without giving a second thought to it. In order to prevent this situation from occurring again, I need to utilize my good scanning techniques that have saved situations from happening in the past. By doing this, I would have seen the memory aid and could have and will prevent this from happening in the future.

Synopsis

Portland Tower Ground Controller reported crossing an aircraft, while the Local Controller had an aircraft on final.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MYNN.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Tower : MYNN

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Landing

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : MYNN

Aircraft Operator : Air Carrier

Make Model Name : Medium Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Takeoff

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Type : 9399

ASRS Report Number.Accession Number : 1592051

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

[We were] cleared to land runway 9 in Nassau. No hold short instructions of any kind were issued prior to touchdown. After touchdown and while braking to vacate the runway at taxiway H (the end of the runway), Tower Controller cleared Aircraft Y to depart runway 14, an intersecting runway with an obscured view of runway 9. [The] FO (PF) (First Officer, Pilot Flying) heard Aircraft Y's readback and queried the Captain. The crew transferred controls and Tower was asked if there was an aircraft taking off runway 14. Tower replied "No." The Captain was able to get the aircraft stopped before the intersection of the two runways. Aircraft Y was rotating and getting airborne prior to the intersection of the runways, but was cleared to takeoff during [our] landing roll. When asked again, Tower claimed to have issued instructions to [us] to hold short of runway 14. Neither the CA (Captain) nor FO heard, responded, or acknowledged any such radio call.

It was a clear day, and there was minimal radio traffic on Tower frequency. Only the two aircraft involved in the incident were on the frequency at the time.

Synopsis

B737 First Officer reported a ground conflict during landing rollout when ATC cleared an aircraft to take off from an intersecting runway at MYNN.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : LAX

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Phase : Takeoff

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 13168

ASRS Report Number.Accession Number : 1591856

Human Factors : Situational Awareness

Human Factors : Confusion

Human Factors : Distraction

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1591859

Human Factors : Confusion

Human Factors : Situational Awareness
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

We were cleared to line up and wait on Runway 25R at LAX. Upon entering the runway, we were cleared RNAV DOCKR, cleared for takeoff Runway 25R. Takeoff Checklist was completed and power was applied. The 80 knot call was made and checked. At approximately 125 knots we realized that a plane appeared to be crossing at the far end of the runway. Judging our speed and rate of acceleration and the distance between our aircraft, the decision to continue the takeoff was made. In my judgement, this was the safest course of action not knowing the stopping distance that would be required and feeling confident in our ability to clear the aircraft if it did not completely cross the runway before we reached it. We executed a normal rotation. The aircraft exited the runway before we crossed its path on the runway by a margin of perhaps 75 feet.

Several factors contributed to this event. First would be the either inadvertent clearing of an aircraft to cross a runway that was already in use for a takeoff, or a crew mistakenly crossing a runway without clearance. We heard no radio call clearing another aircraft across our runway. Another factor would be the time of day and weather conditions. [The] incident occurred approximately [half hour after sunset]. Adding to that was the weather. FEW000 was really more like patchy fog toward the far end of the runway towards the Pacific [Ocean] and the point of entry for the conflicting aircraft, making its detection more difficult.

Continued emphasis on runway incursion events and there avoidance is certainly in order. The installation of red do not cross lights at runway and taxiway intersections would prove helpful though we would have been well past the runway lights when the crossing began, it would have proved helpful for the other aircraft.

Narrative: 2

On our second leg, after a 4+ hour sit at LAX and a confusing push back for a cross bleed start during a busy taxi, we were cleared "on to hold" RWY 25R full length. While lining up with the runway, we were cleared "RNAV DOCKR, RWY 25R, cleared for takeoff" which I read back and confirmed with the Captain that all items were completed and we were ready for takeoff. After the power was set and the 80 knot check, I noticed something moving down field in the incoming fog bank. At approximately 120 knot the [air carrier] crossing our runway became evident. The Captain elected to continue as he/we felt confident we could clear the crossing aircraft, the aircraft would likely be across by the time we got there and we would not be able to stop prior to where he was crossing. We rotated on speed and were approximately 100 feet AGL when we passed over the taxiway

where Aircraft Y crossed, (taxiway P?). The tail of Aircraft Y jet had just cleared the runway when we went over. LAX Tower sent us to Departure before the gear were fully retracted so there was no discussion on the radio. Rest of flight was uneventful.

There was a fog bank rolling in from the west along with dusk lighting from the setting sun which made visibility down the runway degraded. The light color of Aircraft Y jet blended with the color of the cloud bank well enough that the tail was the prominent visual cue that I could see when it came onto the runway. Had the Captain and I saw the jet sooner, a rejected take-off might have been in order. The degraded visibility and lighting was a factor in our delayed recognition of the intruding aircraft.

I did not hear the word "cross" at any time during the lineup or takeoff which leads me to believe Aircraft Y jet crossed our runway, [Runway] 25R, without clearance while we were on takeoff roll. I did not observe any lights on the crossing aircraft (wing or runway turn off lights). Further, the paint scheme of the aircraft was perfect camouflage for the conditions.

Don't cross a runway without clearance, assuming that is what occurred. Training for Tower controllers if they cleared the jet to cross. Installing automated red crossing lights in the runway... additional vigilance during degraded vis, low light operations, by everyone.

Synopsis

B737 flight crew reported observing an aircraft crossing downfield during takeoff roll from LAX.

Time / Day

Date : 201811

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Cessna 402/402C/B379 Businessliner/Utiliner

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Cessna Twin Piston Undifferentiated or Other Model

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1591438

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Time Pressure

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While back taxiing on runway XX at ZZZ Airport, another twin Cessna, Aircraft Y, announced a 1 mile final on runway XX and then stated that "they had the aircraft lights in sight on the runway." Before entering the runway, the First Officer had made several radio calls on CTAF announcing our position and intentions. At no point over the course of the time since we turned the avionics on to the back taxi on runway XX did we hear another aircraft make a radio call. When we entered runway XX to back taxi, both the FO (First Officer) and I checked left and right and did not see an aircraft on final for runway XX. As soon as we became aware of the aircraft on final for Runway XX, I quickly turned the airplane around and exited onto runway XY. Had I not had all aircraft lights on while taxiing, I believe there would have been a high likelihood of a runway incursion leading to an accident.

Both the First Officer and I followed company SOP and adhered to all applicable regulations to avoid a runway incursion. I believe the cause and fault lies with the pilot of the other aircraft, Aircraft Y, who failed to monitor ZZZ CTAF and make appropriate radio calls. Additionally, he did not have the appropriate lights illuminated on his aircraft that would have alerted us to his position on final before we entered runway XX.

Synopsis

C402 Captain reported hearing an aircraft on final approach during back-taxi at non-towered airport.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Work Environment Factor : Glare

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

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

Crew Size.Number Of Crew : 1

Flight Phase : Takeoff

Airspace.Class E : ZZZ

Aircraft : 2

ATC / Advisory.CTAF : ZZZ

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

Crew Size.Number Of Crew : 1

Flight Phase : Taxi

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 1590954

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2

Location Of Person.Aircraft : Y

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1591799

Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

After startup at airport, I taxied out, making radio calls on CTAF as I went. I said I would be taking Runway YY, left turnout for [destination]. Meanwhile, there was Aircraft Y taxiing along the runway, taking the parallel taxiway. Since I was at the beginning of the runway, I took the runway, lined up and started my takeoff roll. The Aircraft Y did not stop, it pulled out into the runway, at taxiway Delta near the opposite end. Because I was near rotation speed at this point, I did not hesitate, just continued the takeoff. Unfortunately I did take off over the top of Aircraft Y. There was a lot of room, I felt it best to not abort the takeoff, and so flew on out.

I felt I could have shown better "defensive driving." I never made radio contact with Aircraft Y, could have done a better job at making sure they knew I was taking off. Never again will I assume the other pilot knows I'm there.

Narrative: 2

After loading passengers aboard for [the] flight, passengers were briefed. I announced "ZZZ traffic, [aircraft] on the ramp taxiing for a Runway XX departure for ZZZ1," electing to do so as I thought the sun would be slightly behind me on roll-out rather than in my eyes, and the haze which was on the east end of the runway 30 minutes earlier had mostly dissipated but still over the river east of the airport.

I double-checked the AWOS ensuring it concurred that the visibility was better than 10 and not reporting the haze present prior, and again before entering the runway announced CTAF that we would be back taxiing at Delta (intersection) for a XX ZZZ departure for ZZZ1. I looked east on the runway checking for traffic and noting the weather, squinted with the sun, looked west, saw nothing of threat, looked east again and back-taxed on XX. Shortly before turning around for take-off we heard an aircraft roaring above us on an easterly heading. I saw an aircraft overhead, immediately tried to contact them but didn't hear a reply. I checked my radios -- I was transmitting on CTAF with the volume up, and AWOS was back in the back-up position on radio #2 which was now listing (Company frequency). I watched the aircraft turn out to the west. Keeping them in sight I departed Runway XX, stating again that we were headed for ZZZ1, and had the other aircraft in sight. I finally heard the other aircraft state it was headed for ZZZ1, and I reasserted that I had it in sight, and that I would follow it to ZZZ1. When we switched frequencies to [other CTAF] and the other aircraft made a call on that frequency, the call came through poorly and broken. I stated that the call was breaking up, and the other pilot stated some

difficulty with the transmit button that day.

ZZZ has a "new" Runway YY/XX. It's 1000's of feet shorter than the previous ZZ/AA, and now requires back-taxiing from any entry point to utilize the full length of the runway for takeoff. I thought I'd picked the best and safest runway for flying to ZZZ2, which is west of ZZZ1, due to the sun, and potential haze east of the airport. I hadn't heard any other traffic at the airport after Aircraft X taxied out before I loaded passengers. I knew it was bright from the relatively low sun shining on the Delta taxiway to the runway, as it would've been at Bravo for Runway YY, but I thought I'd checked appropriately for traffic. Nothing about the flight was rushed or hurried. In hindsight I think about the "Watch for Motorcycles" bumper stickers that come out every spring, and will personally incorporate a longer look for traffic. ZZZ has a lot of pilots that generally communicate very well with each other, and maybe that "faith" led to some complacency or expectation that anyone present would communicate. I realize that communication at that airport, while advised, is not required, and I feel thankful that I get the opportunity to realize and remember not all aircraft may self-announce, whether taking off or landing.

Synopsis

Two pilots reported lack of communication between them resulted in a conflict.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SAT.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Tower : SAT
Aircraft Operator : Corporate
Make Model Name : Cessna Citation Mustang (C510)
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi
Route In Use.Other
Airspace.Class C : SAT

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 : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 4530
Experience.Flight Crew.Last 90 Days : 43
Experience.Flight Crew.Type : 905
ASRS Report Number.Accession Number : 1590495
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Ground control instructed me to back taxi on closed runway 04 to intersecting active runway 31L. Arriving at runway 31L I became confused because of multiple hold short lines on 2 perpendicular taxiways G and N intersecting the 2 perpendicular runways 04/31L.

There are 6 hold short lines in near proximity on the taxiways and runways at these intersections. The painted lines on both runways are weathered and partially obscured with rubber tire marks. I mis-interpreted the hold short line on runway 04 to runway 31L. I turned on to active runway 31L to stop at the hold short line for runway 04. I checked in with the tower. Then I told tower I thought I was on runway 31L. The response was to hold short. Soon I was cleared for takeoff.

Upon departure I was instructed to call either of 2 phone numbers for possible pilot deviation. I've called both numbers 5 days in a row with no answer and no return phone call.

I have since studied aerial photos and airport diagrams. I now see my error of mistaking which hold short line was intended for which runway. Study airport diagram better and request a progressive taxi from ground control at unfamiliar airports.

Synopsis

Corporate pilot reported crossing runway hold short line due to confusing instructions and unclear signage at SAT.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : RYW.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : RYW
Aircraft Operator : FBO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Takeoff
Airspace.Class G : RYW

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : RYW
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Takeoff
Airspace.Class G : RYW

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 61
Experience.Flight Crew.Last 90 Days : 14
Experience.Flight Crew.Type : 61
ASRS Report Number.Accession Number : 1589382
Human Factors : Communication Breakdown
Human Factors : Training / Qualification
Human Factors : Confusion

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

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1500
When Detected : Taxi
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Myself and my instructor were performing touch and go's. I announced our turn on CTAF to the left base and final of Runway 15 followed with our intention of a touch and go each time. Upon landing, I retracted flaps, removed the carb heat, and applied full takeoff power. With full power set, I glanced at my engine instruments, airspeed indicator, and back down the runway. Another aircraft was taxiing to the edge of the runway, believing they would be holding short, we continued the takeoff. However, the other aircraft did not hold short of the occupied runway and began to back taxi for Runway 33. At this point, after having looked down to my airspeed indicator and back outside, I decided to abort the takeoff. I reduced my throttle to idle and told my instructor I was aborting takeoff. As I slowed the aircraft to exit the runway, my instructor took control of communications announcing to the other aircraft that they had taken the occupied runway, which was met with no response other than the aircraft announcing they were back taxiing for Runway 33. Upon exiting the runway, we watched the other aircraft take off Runway 33 (the runway with unfavorable winds) and make a climbing left turn within the first 200 feet of the runway.

I believe the cause of this runway incursion to be the other pilot's lack of communication and situational awareness. The other aircraft clearly did not pay attention to the CTAF advisories I had made, stating that our aircraft was on base and later, on final for Runway 17 and indicating our intentions for a touch and go. The other pilot clearly also did not look onto the runway in both directions to notice our aircraft accelerating towards them. Furthermore, the other pilot taking off Runway 33 with a tailwind component and making a low altitude departure turn indicates a clear disregard for common safety practices and procedures in the FAR's, AIM or AC's.

This incident could have been completely avoided by the other aircraft maintaining situational awareness by use of the CTAF and visually checking the runway prior to entrance. I am glad I made my decision to abort the takeoff and acted quickly (preventing what could have been a serious accident) without second guessing myself or waiting for my instructor's approval.

Synopsis

A student pilot reported an aircraft took the runway and departed opposite direction to them as they were conducting a touch and go at RYW non-towered airport.

Time / Day

Date : 201810

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : RDU.Airport

State Reference : NC

Altitude.AGL.Single Value : 0

Environment

Light : Dawn

Aircraft : 1

Reference : X

ATC / Advisory.Tower : RDU

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : RDU

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Airspace.Class C : RDU

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 489

ASRS Report Number.Accession Number : 1588175

Human Factors : Situational Awareness

Human Factors : Confusion

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

We had just finished deicing and were taxiing for departure. There was one controller working all frequencies. As we were taxiing down Echo Taxiway toward [Runway] 5L for departure, we were cleared to depart and to turn left to heading 035. The First Officer acknowledged the clearance. We did the checklist and continued toward the runway. We were about halfway down Echo when we were cleared for departure.

The controller seemed very busy with all the other activity on Ground and Tower. Controller was even trying to find a deice frequency for an aircraft that needed to deice. As we approached [Runway] 5L for departure, I looked to my left to clear final. That's when I noticed [another] aircraft that seemed to be very close to landing. The First Officer said that it was at 400 feet. I stopped the aircraft as we crossed the hold short line. The First Officer called Tower and informed them of the traffic on final and that we had stopped. Controller then sent the aircraft around. As the aircraft went around and all was clear, we were cleared for takeoff again. We departed and continued.

Synopsis

Pilot reported being cleared for takeoff while on a taxiway, turned onto runway and while turning, observed an aircraft on final. Pilot advised Local Controller, who sent aircraft on final around.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

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

Aircraft : 1

Reference : X
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
Flight Phase : Taxi

Aircraft : 2

Reference : Y
Aircraft Operator : Air Carrier
Make Model Name : B737-800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Takeoff

Person : 1

Reference : 1
Location Of Person.Facility : ZZZ.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5
ASRS Report Number.Accession Number : 1586851
Human Factors : Situational Awareness

Person : 2

Reference : 2
Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 325
Experience.Flight Crew.Type : 10400
ASRS Report Number.Accession Number : 1586851
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
When Detected : In-flight
Result.Flight Crew : Returned To Gate
Result.Flight Crew : Rejected Takeoff
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Half of our airport is under construction. This has led to complicated taxi routes and more runway crossings than necessary. We are using mainly one runway and having to hit gaps with most of our departures and arrivals. An Airport vehicle was inspecting the runway for a bird strike. I had a Aircraft X on a four mile final and I observed the Airport Vehicle clearing the runway, which was confirmed on frequency. I cleared Aircraft Y for takeoff with traffic on a four mile final.

Ground control had told Aircraft X to "Continue via Charlie, cross Runway 28." The pilot read this back correctly. Aircraft X, I observed at a high rate of speed continuing on Juliet, not turning onto Charlie to cross the active runway 1R while Aircraft Y was rolling to depart. Cab coordinator, Ground control and I on local control acted quickly. I transmitted "STOP, STOP, STOP!" on frequency, first calling the [transposed call signs] but then used the correct call sign quickly "Aircraft Y STOP STOP STOP!"

Aircraft Y stopped prior to runway 10/28, I sent the aircraft on final around, and Aircraft X stopped before his nose wheel crossed the hold short markings of 1R. Because of the tower team's quick reactions a runway incursion or tragic event did not happen.

The supervisor put [a report] in stating fault in the controllers. He inputted his opinion that with the Ground controller not saying "Turn right on Charlie" that it was a main contributing factor to the pilot's error. Also, I did not say "Abort Takeoff" which the correct phraseology is "Cancel takeoff" and that I did not issue the brasher statement and only gave the phone number.

The [reports] are for facts, not opinions. Ground control is not required to say left, right or straight ahead. In the 7110.65 it also states you can use plain language to get your point across and "Stop, stop, stop," will get everyone's attention.

He also put the aircraft was at V1 rotation. This is incorrect. Aircraft Y was told to stop near C3 and stopped prior to Runway 10/28 which is before taxiway Juliet where the Aircraft X was attempting to cross. Runway 10/28 from Runway 1R is less than 2000 feet. How the supervisor worded the [report] places fault in the controllers when this was a pilot deviation. It is a sad thing when your "Superiors" throw you under the bus instead of

saying, you did your job and averted a potentially devastating situation.

Controllers did our job. This is terrible management that we have to work under everyday by the same offenders.

Narrative: 2

We were cleared for takeoff. At approximately 65 knots, Tower instructed us to reject the takeoff and stop the aircraft. We did the rejected takeoff procedure, pulled off the runway, and completed the brake cooling requirements. No extra brake cooling was needed. Tower advised us it was due to a possible runway incursion. We notified Dispatch. Due to the rejected takeoff, we had less fuel on board than the minimum fuel for takeoff on our release. We returned to the gate, refueled, and departed uneventfully.

Synopsis

Local Controller and an air carrier Captain reported a runway incursion resulted in the departure flight crew rejecting take-off.

Time / Day

Date : 201810

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LGA.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Ground : LGA

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission.Other

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Ground : LGA

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Phase : Taxi

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : LGA

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 : Takeoff

Person : 1

Reference : 1

Location Of Person.Facility : LGA.TWR

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8.0
ASRS Report Number.Accession Number : 1586544
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Confusion
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Maintenance

Person : 2

Reference : 2
Location Of Person.Facility : LGA.TWR
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 6.5
ASRS Report Number.Accession Number : 1586551
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Taxiway
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi

Assessments

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

Narrative: 1

Aircraft X was a maintenance aircraft under tow repositioning from the west side of the airport to the east side. Aircraft X was instructed to proceed via taxiways DD, G to hold short of RWY4. A portion of taxiway A was closed for aircraft that were parked on the taxiway overnight. On this flow outbound departures typically taxi via A, E and B but with taxiway A closed between E and G they had to taxi via A, G and B. My plan was to have Aircraft X hold short of RWY4 for a few minutes until a couple outbound aircraft cleared taxiway G and taxiway B. After reviewing the audio, Aircraft Y had called for outbound taxi. Mistakenly I called them Aircraft Y maintenance and gave them clearance to taxi via N, A and hold short of M. Aircraft X maintenance took the clearance and read it back. At that point Aircraft X crossed the active departure runway (RWY4) and went onto taxiway B. Even though I missed the read back, at no point did I instruct any aircraft to cross a runway. I am perplexed as to why Aircraft X did not question the clearance. They were holding short of RWY4 at G. The clearance they took was taxi N, A hold short of M and there were not crossing instructions in the clearance. There is no possible way to get to taxiway N from where they were. I got busy with other duties and caught the crossing just as they cleared. Local Control had cleared Aircraft Z for takeoff as Aircraft X was crossing.

It appears that Aircraft Z delayed their takeoff roll and verified with local control that they were cleared for takeoff. I don't believe it is good practice to use an actual callsign to tow/re-position aircraft. Aircraft X is an actual flight in the NAS. [Other companies] use a combination of letters and numbers. These maintenance aircraft are typically driven by ramp workers and not pilots. Giving these guys similar sounding callsigns is not a good idea and will probably lead to more of these incidents.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

LGA Tower Controllers reported a tug driver towing an aircraft took another aircraft's instructions and taxied across a runway while a departure was cleared to takeoff.