

ASRS Database Report Set

Runway Incursions

Report Set Description.....A sampling of reports from all aviation arenas
referencing runway incursions.

Update Number.....39

Date of UpdateJuly 9, 2024

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

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

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000



TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

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

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

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

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

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

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

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

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

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

Report Synopses

ACN: 2093064 *(1 of 50)*

Synopsis

Air carrier Captain reported a lack of indication of whether the ILS critical holding point was in use at FACT airport. Additionally, as the holding area is close to the approach end of another runway, larger aircraft could overlap the approach end.

ACN: 2089579 *(2 of 50)*

Synopsis

Light aircraft pilot reported landing and while slowing down for a turnoff at Bravo 1 taxiway at SMO, both main tires ended up going flat. The pilot requested assistance from Maintenance and the aircraft was towed off the runway, but only after a long delay related to pavement condition.

ACN: 2084287 *(3 of 50)*

Synopsis

TRACON and Tower Controllers reported traffic landed on closed parallel runway at night, without a clearance. Controllers reported that the lit X closure indicator was not in place and it was difficult for tower to determine aircraft runway alignment at night.

ACN: 2081184 *(4 of 50)*

Synopsis

Tower Ground Controller reported a taxiing aircraft began to stray from its clearance and caused a critical ground conflict with a landing craft. The Controller states there were several calls to the wayward aircraft before contact was made.

ACN: 2077050 *(5 of 50)*

Synopsis

Air carrier flight crew flying A320 aircraft reported runway incursion and loss of aircraft control during taxi off the runway.

ACN: 2077045 *(6 of 50)*

Synopsis

Air carrier flight crew reported conflicting ATC instructions regarding clearance to land while aircraft is on runway.

ACN: 2076916 *(7 of 50)*

Synopsis

Captain reported a near miss with a ground vehicle on the runway, while on landing rollout in reduced visibility conditions at a non-towered airport.

ACN: 2076379 *(8 of 50)*

Synopsis

Embraer 190 pilot reported an ATC directed go around due to a loss of separation with another aircraft not clearing the runway while on final approach for landing. The aircraft landed safely on the second approach and the number one engine failed as the aircraft rolled out on the runway and then safely taxied off the runway.

ACN: 2075968 *(9 of 50)*

Synopsis

Air carrier flight crew reported crossing over the displaced threshold area of MMMD Runway 10 without clearance. The crew stated it was hard to distinguish the hold-short line, taxiway, and displaced threshold of the runway, and suggested that the runway markings to be repainted for better clarity.

ACN: 2075781 *(10 of 50)*

Synopsis

Captain reported a runway and taxiway incursion at BUR due to inadequate markings. ATC provided further taxi instructions to the runway.

ACN: 2071723 *(11 of 50)*

Synopsis

Air carrier flight crew reported the aircraft veered left during takeoff resulting in a rejected takeoff. Confusing taxi instructions during the reject caused them to taxi onto a parallel runway which was too small to accommodate them.

ACN: 2071061 *(12 of 50)*

Synopsis

Air carrier flight crew reported an incorrect depiction of hold short lines at DCA coupled with confusing ATC instructions resulted in the aircraft crossing hold short lines creating a runway incursion.

ACN: 2070087 *(13 of 50)*

Synopsis

An air carrier flight crew reported they taxied past the ILS critical area hold line due to snow obscuring their view.

ACN: 2068164 *(14 of 50)*

Synopsis

DA-7X flight crew rejected a takeoff due to an aircraft under tow looked to be crossing mid-runway.

ACN: 2065242 *(15 of 50)*

Synopsis

Captain reported a runway incursion during taxi out at PWM, citing airport signage as contributing.

ACN: 2063332 *(16 of 50)*

Synopsis

Air taxi flight crew reported that during short final approach an aircraft entered the runway for takeoff without making any radio calls requiring the flight crew to go around.

ACN: 2062021 *(17 of 50)*

Synopsis

Local Control trainee reported a small aircraft landed and was smoking. The trainee sent another aircraft around and provided assistance to the aircraft that was smoking.

ACN: 2059892 *(18 of 50)*

Synopsis

A high wing single engine aircraft pilot reported during initial climb they observed a low wing single engine aircraft taxi across the runway in front of them.

ACN: 2059712 *(19 of 50)*

Synopsis

Air carrier flight crew reported a rejected takeoff when ATC cancelled their takeoff clearance due to traffic taxiing across the runway.

ACN: 2059477 *(20 of 50)*

Synopsis

General aviation pilot reported turning incorrectly on a taxiway and crossed an active runway without clearance. The pilot contacted ATC for further clearance to the FBO.

ACN: 2059370 *(21 of 50)*

Synopsis

A Flight Instructor reported their student lost control of the rudder during takeoff and the aircraft veered off the runway onto an intersecting runway.

ACN: 2058147 *(22 of 50)*

Synopsis

Air carrier pilot reported they were instructed to hold short of a runway but the taxiway was not long enough for their aircraft to remain clear of the runway. The reporter stated the departing aircraft was within feet of their aircraft. The reporter also observed an aircraft taking off with an additional aircraft holding on an adjacent taxiway but not clear of the runway.

ACN: 2054966 *(23 of 50)*

Synopsis

Piper pilot reported a critical ground conflict by violating the clearance to hold short of the runway with an aircraft on short final. The Tower issued the landing aircraft a go around clearance to avoid a collision.

ACN: 2054827 *(24 of 50)*

Synopsis

Air carrier pilots reported a critical ground conflict at a non-towered airport. After receiving takeoff clearance from ATC and crossing the hold line, an unseen and unheard aircraft announced a go around.

ACN: 2052622 *(25 of 50)*

Synopsis

PA-32 pilot reported a conflict while beginning the takeoff roll with an aircraft on final. ATC abruptly cancelled the takeoff and sent the other aircraft on a go-around.

ACN: 2050639 *(26 of 50)*

Synopsis

PA-28 Flight Instructor reported a runway incursion occurred as an aircraft that was landing did not comply with ATC's instruction to exit the runway at a specific taxiway. To ensure there was proper clearance between aircraft, the Flight Instructor requested a different taxiway to safely exit off the runway.

ACN: 2049698 *(27 of 50)*

Synopsis

Tower Controller reported clearing a helicopter to enter the pattern for the runway while there was a vehicle operating on the runway.

ACN: 2047330 *(28 of 50)*

Synopsis

Tower Controllers reported ground vehicles failed to communicate and follow hold short instructions resulted in taking evasive action to avoid landing traffic.

ACN: 2046993 *(29 of 50)*

Synopsis

Multi-engine Flight Instructor and student reported a runway incursion at CNO airport after landing on an intersecting runway. The CFI reported difficulty seeing painted markings due to the geometry of the turn when exiting. Student recommended making airport management aware of the potential for incursions due to the short distance between hold short bars and no additional lights or markings to indicate hold short.

ACN: 2045362 *(30 of 50)*

Synopsis

Air carrier flight crew reported a runway incursion after failing to see the location of a recently moved hold short line.

ACN: 2042931 *(31 of 50)*

Synopsis

B737 flight crew reported observing traffic entering runway while accelerating for takeoff resulted in ATC clearance to cancel takeoff and a rejected takeoff.

ACN: 2042812 *(32 of 50)*

Synopsis

General aviation pilot reported a near miss on a training flight while receiving an ATC clearance to takeoff, then ATC cancelling the takeoff clearance as the pilot was crossing the runway hold line. Once the aircraft on final landed, the general aviation pilot received another takeoff clearance.

ACN: 2042483 *(33 of 50)*

Synopsis

Flight instructor reported a near miss while entering a runway for takeoff with an aircraft on short final. Flight instructor stopped past the hold short line and another aircraft landed.

ACN: 2040516 *(34 of 50)*

Synopsis

Pilot departing a non-towered airport reported during takeoff roll they saw a golf cart driving on the runway and decided to rotate early to avoid hitting the cart.

ACN: 2037027 *(35 of 50)*

Synopsis

Instructor pilot reported a near miss in the traffic pattern on a training flight at a non-towered airport, during day, VMC conditions. The Instructor pilot maneuvered to remain clear of the other aircraft, and landed safely, with the other aircraft also landing while the instructor aircraft was still on the runway.

ACN: 2036038 *(36 of 50)*

Synopsis

Small transport pilot reported a construction vehicle entered and remained on the runway while the aircraft was on short final necessitating a low level go around.

ACN: 2034969 *(37 of 50)*

Synopsis

Pilot flying Beech v35 aircraft reported exiting onto a runway instead of taxiway per clearance resulting in a go-around by another aircraft on approach.

ACN: 2032138 *(38 of 50)*

Synopsis

Piper 24 pilot reported complete electrical failure after takeoff resulting in an immediate return to the airport.

ACN: 2032094 *(39 of 50)*

Synopsis

GA pilot reported as they crossed the runway at a non-towered airport, another aircraft executed a go-around above them. Reporter noticed they were communicating on the wrong frequency and the other aircraft had not heard reporter's announced intentions to cross the runway.

ACN: 2030251 *(40 of 50)*

Synopsis

Air carrier crew reported a conflict while on final approach with another aircraft taxiing across the landing runway at a tower controlled airport in VMC. ATC directed the air carrier crew to go around when the other aircraft did not clear the runway, then returned for a safe landing.

ACN: 2030139 *(41 of 50)*

Synopsis

Flight Instructor on a training flight with student were cleared for takeoff by the tower when another aircraft was on short final. This resulted in a near miss between these two aircraft.

ACN: 2030103 *(42 of 50)*

Synopsis

Pilot flying C-172 aircraft entered the runway environment while another aircraft was on short final.

ACN: 2029895 *(43 of 50)*

Synopsis

Air carrier flight crew on take off roll reported an airport vehicle drove onto the runway. Flight crew rejected the takeoff.

ACN: 2027232 *(44 of 50)*

Synopsis

PA-28 pilot reported a runway incursion and a conflict with an airplane on short final while taxiing to an intersecting runway. Reporter stated they thought the runway they were crossing was inactive and they did not see the landing traffic.

ACN: 2026223 *(45 of 50)*

Synopsis

Helicopter pilot reported a near miss while preparing for takeoff as the other aircraft took off behind the reporter's aircraft without making any radio calls.

ACN: 2022593 *(46 of 50)*

Synopsis

Pilot crossing a runway at a non-towered airport reported a near collision with another aircraft taking off on the same runway.

ACN: 2022586 *(47 of 50)*

Synopsis

GA Instructor with student reported a conflict event when they entered Runway 4 at CDW with an aircraft on final to the same runway.

ACN: 2019514 *(48 of 50)*

Synopsis

A Tower Local Controller and Ground Controller reported an aircraft taxied across a runway without a clearance the same time as another aircraft was departing.

ACN: 2019190 *(49 of 50)*

Synopsis

SR-20 Flight Instructor reported a near ground collision with a truck while on takeoff roll at a non-towered airport. Reportedly, the truck crossed the runway without communications resulting in an early rotation to avoid a collision.

ACN: 2017436 *(50 of 50)*

Synopsis

BNA Tower Controller reported an aircraft stopped on the runway after confusing two unmarked access roads for possible taxiways causing another aircraft on final approach to go around. The Controller stated this is a common occurrence with these unmarked access roads.

Report Narratives

Time / Day

Date : 202403

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : FACT.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Light : Night

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Widebody Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 14123

Experience.Flight Crew.Last 90 Days : 56

Experience.Flight Crew.Type : 1468

ASRS Report Number.Accession Number : 2093064

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Runway incursion threat potential. Cape Town goes to a single communications frequency in the evening. The Controller monitors Clearance Delivery, Ground and Tower calls. We were cleared to taxi on A1, cross Runway 16 to Taxiway A2 holding point for Runway 19. Except for the red stop bar at the ILS critical area holding point on Taxiway A2, there was no indication by the Controller or ATIS that the Runway 19 ILS critical holding point was in use. The Taxiway A2 holding area in question is very close to the approach end of Runway 16. When a [widebody aircraft] is holding at this location, one-half to one-third of the aircraft overlaps and is on actually on Runway 16 approach end. This is a potentially dangerous condition. It would be better to know in advance and hold on Taxiway A1 before crossing Runway 16 to get to Runway 19.

Synopsis

Air carrier Captain reported a lack of indication of whether the ILS critical holding point was in use at FACT airport. Additionally, as the holding area is close to the approach end of another runway, larger aircraft could overlap the approach end.

Time / Day

Date : 202402

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SMO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : SMO

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : None

Airspace.Class D : SMO

Component

Aircraft Component : Wheels/Tires/Brakes

Aircraft Reference : X

Problem : Malfunctioning

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 5500

Experience.Flight Crew.Last 90 Days : 31

Experience.Flight Crew.Type : 26

ASRS Report Number.Accession Number : 2089579

Human Factors : Troubleshooting

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.General : Maintenance Action

Assessments

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

Narrative: 1

I landed on Runway 21 at SMO. ATIS was reporting the winds as calm. After an uneventful touchdown, I applied the brakes to slow to exit at Bravo 1. When I slowed down to make the turnoff at Bravo 1, I heard a thump, thump, thump. I immediately stopped the plane and called the Tower and told them that I may have blown a tire and I needed to get out of the plane and do an inspection. They asked if everything was OK and I said I would let them know. I got out of the plane and looked under the wings and both main tires were flat. I notified Tower and I believe they closed down the runway although I did see a helicopter land a short time later. I then called an on-field Maintenance shop. Maintenance and their mechanics jacked up both wings and placed dollies under the main wheels and towed the plane off the runway. The total time from my landing to the plane leaving the active runway was approximately 55 minutes. While moving the aircraft, Maintenance noticed a one-inch crack in the asphalt along the entire width of the taxiway exit at Bravo 1 where you immediately leave the runway. Maintenance had to secure sheets of aluminum to put over the cracks in order for the dollies' wheels that were under each main tire to not fall into the cracks. If the cracks hadn't been present, Maintenance said they would have gotten the aircraft off the runway in 30 minutes instead of 55 minutes. There was no damage to the aircraft whatsoever except for the two main tires. The main tires and inner tubes were replaced within two hours total time. I then called the Tower. One of the Controllers in the SMO Tower answered the phone. He was aware of my plane stopping on the runway. He did not see my landing but noticed my tires smoking on the rollout. He mentioned that this occurrence had been beneficial to all in the Tower because they were training new controllers. I asked if I needed to fill any paperwork out and he said no. He did mention to me that the wind may have been a factor. He said that although on the ground it was calm, he had reports that above the surface the winds were at 130 degrees and around 5 kt. but they did not think it was enough of an event to put on the ATIS. I did not notice a tailwind while in the right-downwind pattern or on final for Runway 21, but this might have been a factor in my rollout after landing. The Controller also mentioned later that the Tower had told another aircraft, ready for takeoff shortly before I landed, that the wind was now showing 130 degrees at 5 kt. The other aircraft cancelled their takeoff due to the tailwind and waited for the wind to go calm again a few minutes later. This type aircraft have a tendency to float if not flown by the numbers. My incurring a tailwind on final could be a factor in my landing speed and my brakes locking up during the slowdown and planned exit via Taxiway Bravo 1.

Synopsis

Light aircraft pilot reported landing and while slowing down for a turnoff at Bravo 1 taxiway at SMO, both main tires ended up going flat. The pilot requested assistance from

Maintenance and the aircraft was towed off the runway, but only after a long delay related to pavement condition.

Time / Day

Date : 202402
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Aircraft

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

Person : 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.Non Radar : 5
ASRS Report Number.Accession Number : 2084287
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Facility : ZZZ.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Radar : 3
ASRS Report Number.Accession Number : 2084048
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.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Landing Without Clearance

Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control

Assessments

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

Narrative: 1

Aircraft X was cleared to land on runway XXL, but landed without receiving a landing clearance on a closed runway while personnel and equipment were occupying the departure end of runway XXR. The aircraft exited the runway at taxiway 1 (approximately 3600 ft. available - where the personnel and equipment were. No injuries or damage occurred. Brasher warning was given via recorded landline. Additional information - Runway edge lights were off, however FAA personnel were on the departure end of runway XXR erecting the first runway 'X' closure signs for runway XYL (Runway XXR 'X' was not up yet). Also, the MALSF approach lights (airport managed, not FAA) were on a low visibility setting, which could have affected the outcome of this deviation/incursion if they had been turned completely off. Recommendations: #1 In order to prevent aircraft from being able to visually line up with a closed runway, suggest the airport to make sure all runway lights, including the approach lights, are turned off. #2 Ensure pilots understand that they need a valid landing clearance from the tower before landing on any runway. If in doubt, ask ATC to clarify if they are cleared to land. #3 Even during the day, from the tower's vantage point, all aircraft appear to be aligned with either runway; you cannot tell which runway they are aligned with until they are fewer than 700 feet above it. Now it's even harder to discern if they are aligned with the assigned runway at night.

Narrative: 2

Aircraft X was cleared for a visual approach to runway XXL at ZZZ. The aircraft landed on closed runway XXR. ZZZ tower was open. I had no idea this happened until I received a text this morning. After listening to my recording, I became aware that I cleared this aircraft for a visual approach to runway XXL and instructed them to contact ZZZ tower. They readback, "cleared visual approach, contact tower". After some research into this event, there were holes in the swiss cheese everywhere. I have not yet gotten briefed on exactly what happened at ZZZ but there seems to be many issues that could have stopped this incident from occurring. A few contributing factors (some I learned after the incident): I don't believe the aircraft was ever cleared to land. After speaking to some prior ZZZ tower controllers, I learned that at night it is very hard to see whether and aircraft is lined up for XXL or XXR. It's impossible to see if an aircraft is landing XXL or XXR on our scope because of how close the runways are together. I heard that the runway lights/approach lights were not set appropriately. I believe a prior controller told the aircraft to expect runway XXR, possibly not knowing about the closure or told them prior to the closure occurring. The aircraft had VA (visual approach) in the scratch pad indicating to me they were already issued a runway assignment. I believe the aircraft had an ATIS that did not advertise the closure. The pilot also did not sound very proficient on the tapes. Recommendation: In hindsight, I should have clarified that the pilot was cleared visual approach to runway XXL and that the right side was closed. Though this was not the best readback, it was a correct readback.

Synopsis

TRACON and Tower Controllers reported traffic landed on closed parallel runway at night, without a clearance. Controllers reported that the lit X closure indicator was not in place and it was difficult for tower to determine aircraft runway alignment at night.

Time / Day

Date : 202401

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Military

Make Model Name : Military

Crew Size.Number Of Crew : 1

Flight Plan : IFR

Mission : Training

Flight Phase : Taxi

Aircraft : 2

Reference : Y

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Landing

Person

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 16

Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 0

ASRS Report Number.Accession Number : 2081184

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Time Pressure

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, Critical

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Automation : Air Traffic Control

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

Assessments

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

Narrative: 1

I taxied Aircraft X from FBO to Runway XXR for departure via taxiway 1 initially, to hold short of Runway YY. After receiving permission from Local Control 2 I continued their taxi with a left on Runway YY, crossing Runway XXC, and then a right on taxiway 2 to the full length. The above was readback correctly and it appeared Aircraft X was complying. Local Control 2 informed me of Aircraft X deviated from the aforementioned route and heading towards the intersection of Runway XXR and Runway YY where it appeared Aircraft Y was on landing roll-out. I pleaded with "Aircraft X" to stop several times before adding the "[last part of their call sign]". I later saw them make an unprompted 180 and begin heading back southbound on Runway ZZ, so I issued a left on taxiway 2. It definitely appeared Aircraft X had crossed the hold line for the intersecting runways but couldn't determine what their proximity was with the Aircraft Y. The Tower team saved the day today, especially the watchful eye of Local Controller 2. It definitely seems like 100% pilot error in this particular case. No recommendations.

Synopsis

Tower Ground Controller reported a taxiing aircraft began to stray from its clearance and caused a critical ground conflict with a landing craft. The Controller states there were several calls to the wayward aircraft before contact was made.

Time / Day

Date : 202401

Place

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Taxi

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Component

Aircraft Component : Nosewheel Steering

Aircraft Reference : X

Problem : Malfunctioning

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 4119.98

Experience.Flight Crew.Last 90 Days : 131.72

Experience.Flight Crew.Type : 3012.13

ASRS Report Number.Accession Number : 2077050

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Overcame Equipment Problem

Result.Flight Crew : Regained Aircraft Control

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

While we were taxiing clear of the runway on a high speed exit the steering became very erratic and then we received a nose wheel steering fault ECAM. We stopped the aircraft immediately and called the tower to say that we were stuck on the runway for now and to send the aircraft behind us around. After looking at the systems page and noting that we just needed to taxi straight ahead 100 feet to clear the runway, we slowly cleared the runway and informed the tower. We then ran the Wheel NWS (Nose Wheel Steering) fault checklist and reset the anti-ski NWS switch which corrected the problem. We taxied uneventfully to the gate at or below 10 knots per the checklist, wrote up the fault, debriefed maintenance, and called the Chief Pilot.

Synopsis

Air carrier flight crew flying A320 aircraft reported runway incursion and loss of aircraft control during taxi off the runway.

Time / Day

Date : 202401

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MGGT.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Ground : MGGT

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

Mission : Passenger

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : MGGT

Aircraft Operator : Air Carrier

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Final Approach

Person

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 : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 236.98

Experience.Flight Crew.Type : 2362.13

ASRS Report Number.Accession Number : 2077045

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

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

Narrative: 1

For performance reasons, we needed to use Rwy 20 instead of the landing runway of 02. We put in our request for that with Ground Control and they cleared us to taxi to Taxiway Uniform, short of west taxi. We held there as directed. After an aircraft landed on Runway 02, we were cleared by Ground Control "**€œTaxi onto Runway 02, contact tower at the end.**" We back taxied to the departure end of runway 20 and as we turned to line up, we heard "Aircraft Y, cleared to land runway 02." We rolled out to see an aircraft on final for runway 02. Tower then announced, "Aircraft Y, prepare for go around, aircraft on runway." They were sent around and the tower instructed us to clear the runway onto the west taxi area that was open. We were never instructed to either clear the runway or line up and wait when ground control cleared us onto the runway. It seemed as if ground control and tower had not fully coordinated the handoff.

Synopsis

Air carrier flight crew reported conflicting ATC instructions regarding clearance to land while aircraft is on runway.

Time / Day

Date : 202401

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DUJ.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Icing

Weather Elements / Visibility : Fog

Weather Elements / Visibility : Snow

Weather Elements / Visibility.Visibility : 0.75

Light : Daylight

Ceiling.Single Value : 200

Aircraft

Reference : X

ATC / Advisory.UNICOM : DUJ

Aircraft Operator : Air Taxi

Make Model Name : Single Engine Turboprop Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Route In Use : Vectors

Airspace.Class G : DUJ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1470

Experience.Flight Crew.Last 90 Days : 300

Experience.Flight Crew.Type : 400

ASRS Report Number.Accession Number : 2076916

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Landing on Runway 07 at DUJ while snow plow truck is on the runway, weather is 3/4 miles visibility, clouds is ovc 003, after touching down and securing the landing I saw the snow plow truck on the second half of the runway. No injuries no damage. I made a few calls at 5 miles final and 3 miles final during the approach there were no answer.

Synopsis

Captain reported a near miss with a ground vehicle on the runway, while on landing rollout in reduced visibility conditions at a non-towered airport.

Time / Day

Date : 202401

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Environment

Weather Elements / Visibility : Snow

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 190/195 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use.Localizer/Glideslope/ILS : ILS

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Component

Aircraft Component : Engine

Aircraft Reference : X

Problem : Failed

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

ASRS Report Number.Accession Number : 2076379

Human Factors : Communication Breakdown

Human Factors : Troubleshooting

Human Factors : Situational Awareness

Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Overcame Equipment Problem

Result.Air Traffic Control : Separated Traffic

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

While flying, the ILS approach, tower sent us around because of another aircraft in front of us was still on the runway. We executed the procedures, and let the customers know we went around because of the other aircraft was still on the runway. The second approach was flown and landed uneventfully. However, upon rollout the number one engine shut down, and the ENG FAIL displayed on the ECAM. We quickly analyzed the situation, had no indication of fire or damage, so we elected to taxi off the runway. Once clear of the active runway, we reviewed the ENG FAIL checklist, and shut down the number one engine. We also coordinated with the team to ensure there is no visible damage or other indications of fire. Once we were confident that there was no danger we started the APU, and taxied on one engine to the gate where we shut down the number two engine, wrote up the engine failure and coordinated for maintenance to meet us at the jet.

Synopsis

Embraer 190 pilot reported an ATC directed go around due to a loss of separation with another aircraft not clearing the runway while on final approach for landing. The aircraft landed safely on the second approach and the number one engine failed as the aircraft rolled out on the runway and then safely taxied off the runway.

Time / Day

Date : 202401

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MMMD.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Aircraft

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

Mission : Passenger

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2075968

Human Factors : Situational Awareness

Human Factors : Confusion

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 2075987

Human Factors : Workload

Human Factors : Distraction

Human Factors : Confusion

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Anomaly.Ground Incursion : Taxiway
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

After pushback and normal engine start, we requested for taxi. Active runway was 10. Tower instructions were taxi via Bravo left on Alpha and hold short of Runway 10. After clearing the Ramp area, we proceeded to Runway 10 via Bravo and Alpha. Captain called for "below the line" while on Alpha. While running the checklist during taxi, we inadvertently crossed the displaced threshold of Runway 10. I informed Tower of the situation, and we were given further instructions to taxi via Alpha right onto Runway 18 right on Bravo, right on Alpha, and short of Runway 10. While holding short, we both recognized the poor hold-short markings for Runway 10. There wasn't a clear color distinction between the hold-short line, the taxiway, and the displaced threshold for Runway 10, which made it difficult to distinguish. We departed to ZZZ with no further incident. Cause: Poor hold-short markings, poor color distinction between, hold-short line, Taxiway Alpha, and displaced threshold for Runway 10. Solution: Re-paint all runway markings, especially the hold-short lines.

Narrative: 2

Normal operations during preflight and pushback in MID from Gate XX. Briefed short taxi so did Before Takeoff Checklist down to the line after pushback and engine start while on the Ramp. Cleared to taxi to Runway 10 via out Taxiway Bravo and left on Alfa to hold short of Runway 10. Turning on to Alfa, called for and started to run "below the line" items. While taxiing and running checklist, realized that we had crossed over halfway across the displaced threshold area of Runway 10. We continued to cross and clear the runway area and then stopped. We advised ATC and they calmly replied continue taxi on Alfa, hold short of Runway 18. We complied. ATC then had us taxi down Runway 18 to turn right on Taxiway Bravo and right on Alfa to hold short of Runway 10's displaced threshold again. We were then cleared for takeoff on Runway 10. Cause: Language barrier - speaking Spanish to all aircraft except ours. Airport markings near runway threshold and hold-short area were very poorly delineated and faded. Mind cluttered due to earlier sorting out of issues with crew schedule over an erroneous assignment. iPad zoomed in too far at start of taxi. Had runways mixed up in my mind and had been cleared to 10, so assumed to cross runways all the way to 10. Airport unfamiliarity - small and assumed to be easy. Solution: Always verify taxi clearances with a visual on the iPad taxi diagram. Never divert attention until I have recognized my hold-short point and have a plan of when and where I will stop. Spend more time especially at unfamiliar airports establishing a "plan."

Synopsis

Air carrier flight crew reported crossing over the displaced threshold area of MMMD Runway 10 without clearance. The crew stated it was hard to distinguish the hold-short line, taxiway, and displaced threshold of the runway, and suggested that the runway markings to be repainted for better clarity.

Time / Day

Date : 202401

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Work Environment Factor : Poor Lighting

Light : Night

Ceiling.Single Value : 6000

Aircraft

Reference : X

ATC / Advisory.Ground : BUR

Aircraft Operator : Air Taxi

Make Model Name : Medium 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 : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 11000

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 1250

ASRS Report Number.Accession Number : 2075781

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Facility : BUR.Tower
Reporter Organization : Government
Function.Air Traffic Control : Ground
Qualification.Air Traffic Control : Developmental
ASRS Report Number.Accession Number : 2074999

Person : 3

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 : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 2200
Experience.Flight Crew.Last 90 Days : 65
Experience.Flight Crew.Type : 1200
ASRS Report Number.Accession Number : 2076133

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Incursion : Taxiway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft was located on the ramp at BUR for an night departure. SIC called for taxi clearance after crew completed the After Start checklist. ATC cleared us to taxi to runway 33 for departure via D8 - D - B - hold short of runway 26. Crew briefed the taxi route, noted no hotspots along the cleared route and departed the ramp. The taxi checklist was completed while on D and shortly after ATC cleared us across runway 26. The crew did not see the turn onto B as the markings were very poor or non-existent (I don't recall seeing any lighted signs and there was no center line taxi lighting on D or B) and continued to taxi on D. There were no other aircraft on the ground control frequency. Upon reaching the intersection of runway 33 (which neither crew member realized was the wrong runway to be crossing) the SIC turned on all strobes and landing lights per SOP. The PIC checked the runway to the left for traffic on the runway and final and the SIC checked the runway and final to the right. Both stated verbally that the runway was clear as per SOP. Shortly after crossing the runway ATC called to say we were not cleared to cross the runway. The PIC

stopped the aircraft east of runway 33 on taxiway D to sort out the situation. After some discussions with ATC the PIC asked for progressive taxi instructions to the approach end of runway 33. ATC instructed us to taxi southbound on taxiway A, westbound on runway 26 and turn left onto runway 33. We were subsequently told to turn right onto taxiway C, and after doing that ATC instructed us to turn left onto taxiway G and continue to the approach end of runway 33. We departed without further incident. This report has been reviewed by the SIC and he reports that, while he had Ownship position enabled for his iPad it was behaving erratically and not reliable. Tower controller said there was no loss of separation between our aircraft and any landing/departing/ taxiing aircraft.

Narrative: 2

Initially I instructed the pilot to Taxi to RWY 33 via D hold short of RWY 26 at B. Once the aircraft was on Taxiway D, I've coordinated with LC (Local Control) and got the RWY 26 crossing at B. I instructed Aircraft X to Cross RWY 26 at B and taxi via Charlie, Golf. The pilot read back correctly. However, the pilot never made the right turn to cross RWY 26, and it looked like he was going Straight ahead. I saw that there was no traffic to RWY 33, so I called LC to cross RWY 33 at D. However, by the time I could give the pilot the RWY 33 crossing he was already on RWY 33. So, once he crossed the RWY 33 with no harm, I told him to hold short. It was a pilot deviation that occurred so I do not think there could have been any recommendation to prevent.

Narrative: 3

[Report narrative contained no additional information.]

Synopsis

Captain reported a runway and taxiway incursion at BUR due to inadequate markings. ATC provided further taxi instructions to the runway.

Time / Day

Date : 202401

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Ceiling.Single Value : 1800

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Person : 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 : 200

Experience.Flight Crew.Type : 10000

ASRS Report Number.Accession Number : 2071723

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Person : 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 : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 180
Experience.Flight Crew.Type : 2600
ASRS Report Number.Accession Number : 2071735
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Confusion
Human Factors : Time Pressure

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Weather / Turbulence
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Regained Aircraft Control
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was the Pilot Monitoring on takeoff in ZZZ Runway XXC with strong winds. During initial takeoff roll, we experienced directional control difficulty which caused us to veer to the left. I took control of the aircraft with nose wheel steering and brakes to stay on the runway. We successfully rejected the takeoff roll then continued to taxi to clear the runway because there was an aircraft on short final, and we felt a bit rushed. We never exceeded 30 knots. While we were handling the after reject procedures and clearing the runway, we thought we heard (misunderstood) the Controller say, "clear left on Taxiway 1 and left on XY left." We turned left on Taxiway 1 then immediately left on Runway XXL and held our position. We then realized that we could not use Taxiway 2 to clear XXL since our wingspan was too big and I was not comfortable doing a 180 degree turn on XXL. The Tower was quick and professional to help us get a tug to push us backwards on XXL onto Taxiway 1. It took 30 minutes for the push back tug and for us to clear Runway XXL. We taxied back to XXC and took off uneventfully. Suggestions: During times of extreme workload, such as a RTO, issued instructions should be slow and methodical from the Pilot to ATC and ATC to the Pilot. We just finished an RTO, were busy completing the RTO procedures while clearing the runway for arriving traffic. We should have slowed our process down and clarified any taxi instructions.

Narrative: 2

I was the Pilot Flying on takeoff Runway XXC in ZZZ. The takeoff weight was around 150,000lbs and the RCR (Runway Condition Reading) was 5 with strong winds. Performance data required a bleed off takeoff. After the aircraft lineup on Runway XXC, the Captain gave me control of the aircraft for takeoff. I applied initial thrust of approximately 40 percent and after stabilization of the engines, I advanced the thrust levers. The aircraft immediately started to veer to the left. I reduced the thrust and disengaged the auto throttles. The Captain took control of the aircraft and I made the transmission to Tower stating the takeoff reject. Tower instructed us to clear Runway XXC via Taxiway 1. On Taxiway 1 we immediately turned left on Runway XXL and realized that we were stuck on Runway XXL. Tower instructed us to hold our position and was very professional and helpful organizing a tug to move us back in order to taxi via Taxiway 1 to Runway XXC. After discussing the possible reasons for our directional problems during takeoff and contacting Dispatch, we both agreed to attempt another takeoff. We departed Runway XXC uneventfully. The feeling of self-induced rush to clear the runway for the landing traffic after the takeoff reject, the unaccustomed environment in ZZZ and the high workload after the reject procedure might have contributed to the expectation bias resulting in misinterpretation/ incorrect execution of the Tower instructions. Inappropriate task management and channelized attention has led to the situation. Proper workload prioritization would have been the key to handle the situation correctly. The feeling of self-induced rush to clear the runway for the landing traffic after the takeoff reject, the unaccustomed environment in ZZZ and the high workload after the reject procedure might have contributed to the expectation bias resulting in misinterpretation/ incorrect execution of the Tower instructions. Inappropriate task management and channelized attention has led to the situation. Proper workload prioritization would have been the key to handle the situation correctly.

Synopsis

Air carrier flight crew reported the aircraft veered left during takeoff resulting in a rejected takeoff. Confusing taxi instructions during the reject caused them to taxi onto a parallel runway which was too small to accommodate them.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Ground : DCA

Aircraft Operator : Air Carrier

Make Model Name : Medium 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

Person : 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 : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 2071061

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Troubleshooting

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 2072428

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
When Detected : Taxi

Assessments

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

Narrative: 1

After landing at DCA, we were instructed to leave Runway 01 via Taxiway S, then to continue via Taxiway J to the HOLD BAY 19. We were subsequently instructed to make a left turn, to continue via Taxiway K and hold short Runway 33. In that position we maintained until they gave us instructions to continue to our ramp. When we arrived at the ramp, the gate agent gave us the Control Tower's phone number, informing me that ATC wanted to talk to me. The person who answered my call told me that they had seen the video of our airplane after landing and that unfortunately we went over the HOLD LINE on Taxiway S, I explained to him that the instruction was to taxi via Taxiway K, I told him that two HOLD LINES are depicted on the Jeppesen Airport Moving Map, and it seems that both HOLD LINES refer to Taxiway S and Runway 33. As soon as we arrived at the beginning of Taxiway K, we stopped the airplane following the instructions that ATC gave us. We stopped the airplane between Taxiway S and Taxiway K. Until that moment everything seemed to be in accordance with the instructions received, nobody told us that we had done something wrong; no plane had to reject the takeoff or do a go around because [of] us. At the end, the person from the Control Tower told me that they were going to investigate and asked for my phone number to contact me. Cause: The instruction received was not appropriate, the Controller should have told us to hold before Taxiway S, or instruct us to turn left and continue along Taxiway S and then Taxiway K. When taxiing from bay 19 to Taxiway K the hold marking lines were not in front of us, they were more likely to be seen to our left and it was clear that they are there to avoid crossing Runway 33 through Taxiway S and not through Taxiway K. Suggestions: The holding line markings should be perpendicular to the taxi line coming from hold bay 19, but from my view one was parallel to my line and the other one was diagonal to my taxi line, that is confusing specially if you are focus looking for the Taxiway K.

Narrative: 2

After completing the Mt Vernon visual runway 01 we taxied off the active runway with a left turn on Sierra with instructions from tower to taxi to "19" holding pad. Immediately after turning right off of taxiway Sierra we were instructed to turn left into the pad, then following read back instructions we were told to continue left turn in the holding pad to face south. Subsequently commanded to "hold short of Runway 33 via Kilo." So we taxied south across the hold short line on Sierra to converge onto Kilo where we stopped our aircraft following the exact command from tower holding short of Runway 33 on Taxiway Kilo and waited further instructions. Moments later instructed to taxi across Runway 33 to rejoin Kilo and turn right onto November. After that command also told to copy down Washington Tower telephone number. After a successful read back we continued to taxi as instructed to holding pad 15, waiting for our gate to become free. No go arounds or

instructions to other aircraft as result. Cause: Wrongly depicted taxi diagram, nonstandard phraseology from tower, incorrect taxi instructions. Suggestions: Fix taxi diagram at DCA.

Synopsis

Air carrier flight crew reported an incorrect depiction of hold short lines at DCA coupled with confusing ATC instructions resulted in the aircraft crossing hold short lines creating a runway incursion.

Time / Day

Date : 202401

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Weather Elements / Visibility.Visibility : 1

Light : Night

Ceiling.Single Value : 200

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

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 : Taxi

Airspace.Class B : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class B : ZZZ

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 2070087
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Confusion

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 2070024
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Confusion
Human Factors : Time Pressure

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

We were given Taxi [Runway] XXR, hold short of ILS Critical Zone. Due to obscuration from snow the surface markings were obscured. When the Captain stopped the aircraft, we questioned the position of the aircraft. We alerted Tower and an inbound (other carrier) aircraft was given go-around instructions.

Narrative: 2

After many changes of runways/weather unable to see taxi lines due to snow coverage, was cleared to taxi to runway but hold short of the ILS critical area. All was going great. I heard Tower clear the aircraft to land with aircraft in position holding. The aircraft holding was going to be us. I asked for the Before Takeoff Checklist. At this point, I knew we were getting very close to the holdover times. I asked the FO (First Officer), "How are we sitting on time?" We had 30-seconds remaining. At that point, I noticed we just passed the ILS

hold-line. I stopped the aircraft about 20 feet past the sign. I saw the aircraft on TCAS. I told the FO to let Tower know we just taxied past the line. Tower sent the aircraft on final around. We did the cabin check and then cleared for takeoff.

Synopsis

An air carrier flight crew reported they taxied past the ILS critical area hold line due to snow obscuring their view.

Time / Day

Date : 202401

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Dawn

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Falcon 7X

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B777 Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2068164

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 2068540
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Was told to line up and wait runway XXR at intersection 1. Then was cleared for take off. After passing 80 kts, the PIC and pilot flying rejected the takeoff due to a B777 in tow crossing the approach end of [Runway] XXL. The sight picture looked like the aircraft in tow was crossing mid runway. After rejected the takeoff, the PIC and pilot flying exited the runway on Taxiway 2. Taxied back to run checklist. ZZZ Tower might have wanted to advise us that there would be a crossing aircraft in tow on the approach end of the runways before clearing us to takeoff. Or the tug towing the aircraft might have not been cleared at the time of our takeoff. We are unsure of that due to us being on tower frequency and not ground frequency.

Narrative: 2

Crew was preparing for departure to ZZZ1. The aircraft underwent a normal power up and taxi. The crew requested to depart [Runway] XXR instead of XR/L with the intent to shorten taxi time. The crew took the runway and started a rolling takeoff. Passing 80 knots, a tug pulling a Company 777 pulled through the approach area of [Runway] XXL. The captain, myself, decided to reject takeoff as the sight picture appeared that the 777 was crossing mid runway. We exited the runway, consulted brake cooling charts, and took off again with no other issues. The problem likely could have been prevented had tower control notified the crew that there was a 777 on a tug on the [Runway] XXL approach end passing in front of the runway. Also, there was no clear markings or barriers indicating that he was not on our runway at the time. For this reason along with the sight picture, we decided to take a precautionary rejected takeoff.

Synopsis

DA-7X flight crew rejected a takeoff due to an aircraft under tow looked to be crossing mid-runway.

Time / Day

Date : 202312

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : PWM.Airport

State Reference : ME

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Work Environment Factor : Temperature - Extreme

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Ground : PWM

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

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2065242

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Conflict : Ground Conflict, Less Severe

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

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Returned To Clearance
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was operating Aircraft X out of PWM on at approximately XA30Z. We were parked at the gate and had requested push back on ground frequency because we needed clearance to be pushed onto the taxiway. Ground control cleared us for the pushback and we began our push, started the #1 engine and waived the push crew off once disconnected. At this point we discussed changing the departure runway due to the high gusting winds that favored Runway 36 (350 @ 15/ gusts 22). We had initially selected Runway 29 because we had been cleared on the NUBLE4 departure which only allows selection of runways. We then proceeded to do the flight control check and when the First Officer moved the control wheel left and right the inboard aileron control surface boxes were highlighted with yellow X's. We had performed the hydraulic warm-up when getting to the plane because of the low outside air temperature and the hydraulic pumps were in the correct positions. I checked the hydraulic temperatures via the synoptics page and all were showing an adequate temperature and pressure as well. I turned the pumps on for a few minutes to see if that would fix the issue and it did not this first time. At this point Ground control asked if we preferred Runway 36 for departure. We agreed that was the better choice and I requested a new clearance. Ground gave us a clearance of "on departure fly runway heading up to 3000 ft, expect to rejoin the NUBLE4 departure at the NUBLE intersection. We then selected Runway 36 in the FMS and we had to input the departure fixes manually because we were unable to select the NUBLE4 when departing 36. We had the FMS updated, received new ACARS takeoff data and had checked/briefed the new clearance/routing. At this point I had let the hydraulic pumps run a little longer because it was so cold out and I knew this would eventually fix our issue. At this point we had been sitting on the taxiway just off the gate for quite some time. Aircraft Y had taxied out and we were blocking them from continuing to Runway 36. Ground asked if we were ready to move because of this and we replied that we had to manually input all the departure fixes and run a checklist and that we were addressing an issue. At this point we had been quite task saturated between the weather updates, the flight control issue, the updated clearance, manual input of departure fixes, sending for and updating ACARS takeoff data, and now being asked to move so Aircraft Y could depart. We still hadn't had a good flight control check but we elected to move out of Aircraft Y's way so they could get on their way. We notified ground that we could move but needed to address an issue still. Ground control instructed us to taxi straight ahead, left on Alpha, and hold short Runway 36 on Alpha and the First Officer read this back. Ground then instructed Aircraft Y to turn left on Charlie and cross Runway 29. We cleared our left and right side and we started to move ahead on Taxiway Charlie and I believe that I briefed the first officer out loud saying left on Alpha to cross 36. At this point he read back the same thing. I misinterpreted Grounds instructions because they had cleared Aircraft Y to cross a runway right after giving us taxi

instructions. I had it in my head that they had also instructed us to cross Runway 36 in order to get out of their way because that intersection at Taxiway Alpha and Charlie is a little congested and noted on the chart as Hot Spot 1. We turned onto Alpha and I turned on all the lights and said clear left cleared to cross. The first officer said clear right clear to cross. At this point I had all the momentum I needed to cross the runway and was committed to crossing. We had visually cleared the runway making sure there was no traffic conflict. I had already crossed the 36 hold short line on Taxiway Alpha when ground instructed us to "hold short right there". I hesitated due to the fact that we were already partially on the runway and realized we had not followed ground's initial instructions properly. I visually cleared the runway again and elected to fully cross because there was no traffic conflict and I didn't want to stop partially on the runway surface. Ground then said "anywhere there just stop moving". We then addressed the flight control issue while stopped and successfully completed a flight control check with no further issues. Ground control then got back to us with a possible pilot deviation and gave us a number to call once arriving in ZZZ1. We complied and I briefly asked what our initial instruction was because I obviously interpreted their instructions incorrectly. The controller informed us that he had "just came upstairs so he didn't know how things transpired" and was unaware of the initial instruction. We then received instruction to continue via Alpha and hold short Runway 29. We were then instructed to cross 29 to Alpha, Bravo, hold short 36. We were then instructed to cross 36 at Bravo, left Charlie. We then took off on Runway 36 and commenced the rest of the flight uneventfully. I, the Captain, take full responsibility and accountability for my actions and mistake in unknowingly starting to cross and fully crossing Runway 36 without proper clearance from ground control. Safety is a big concern of mine while operating an aircraft and unfortunately I didn't perform to my personal standards yesterday. I increased the risk level by not properly confirming our initial taxi instructions. I also failed to write down those taxi instructions. After contemplating and reflecting on the events that occurred yesterday, I have discovered several things that I can improve upon. Firstly, my task management skills. We were heavily task saturated in a short amount of time and I should have taken a pause to fully assess the situation and communicate a plan of action with my first officer. Secondly, my time management. I was feeling slightly rushed with the aircraft waiting for us to move while we still had several tasks to complete. We were safe to move, however, looking back I would've been more assertive in my requests to ATC to find a good spot to move to and hold. ATC did nothing wrong in their instruction but I believe there was maybe a better spot to move to in order to address our situation. I was more concerned with letting Aircraft Y get past us to depart than where I was taxiing to. Thirdly, my taxi brief and confirmation of instructions. We had such a short distance to move and I believe this also played a factor in our mistake. Typically we are used to getting on several taxiways before having to cross a runway. I do not recall if I properly briefed our change in taxi instructions with my first officer. Altogether I have learned a great deal from this mistake and will be more vigilant of my actions moving forward. Especially at airports that I am less familiar with like PWM. One thing I would like to add are some discrepancies on the PWM 10-9 and 10-9C diagrams. While these discrepancies did not dictate the outcome of my mistake I would like to bring them to light for other crews. On the northwest corner of taxiway intersection Alpha and Charlie there is an "Island" with signage that is not properly depicted on either the 10-9 or 10-9C charts. Also, on the 10-9C chart there is a lead-in line to gate off of Taxiway Alpha depicted. This specific line is not depicted on the actual pavement and may cause confusion when attempting to taxi in this area or into gate. Overall, this mistake has resulted in a lot of contemplation on how I can be a better pilot, communicator, and Captain. While not an excuse, I am still learning and adjusting to my new role as Captain. Again, I take full responsibility and accountability for the mistakes that I accidentally made yesterday.

Synopsis

Captain reported a runway incursion during taxi out at PWM, citing airport signage as contributing.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : CEU.Airport

State Reference : SC

Altitude.MSL.Single Value : 400

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CEU

Aircraft Operator : Air Taxi

Make Model Name : Light Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Airspace.Class G : CEU

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : CEU

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Flight Phase : Takeoff / Launch

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2063332

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

ASRS Report Number.Accession Number : 2063333
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

On short final we noticed departing traffic was across the hold short line and was proceeding to the runway. We went around, announced our situation on frequency XXX.XX, then proceeded to a normal traffic pattern and uneventful landing. Suggestions: Continue to listen on backup freq. inbound as soon as practical and exercise CRM delegating radio work as necessary and practical. In our case at this uncontrolled field the departing aircraft was either on the wrong frequency (their words) or not using their radios. Would also exercise extreme vigilance at this critical phase of flight at all airports but even more so at uncontrolled fields.

Narrative: 2

Was flying to CEU and got transferred to CTAF for the airport by ATC. The PM (Pilot Monitoring) was making the necessary calls on CTAF to advise traffic we were inbound. We entered the pattern on a left down wind for runway 25 and when entering we saw another plane short and final landing not making any calls on the radio. We made several calls on downwind, base, base to final and final. Upon inbound I saw a smaller GA plane taxiing towards 25 and never heard any radio calls. At about 400 feet AGL I started to level out because I was unsure what the other planes intentions were as he started to creep up to and past the hold short line of 25. Once I saw he was about to take the runway I executed a go around and the PM made the announcement over CTAF. Upon entering left crosswind the other pilot got on frequency and said, "Jet coming into land, I'm so sorry I thought I was on the right frequency. I have been making calls on the wrong frequency by a decimal." He continued to profusely apologize and then took off and left the area. We came back into to land with no other problems. Suggestions: I feel we did everything procedurally correct from making calls at 20/10/5 miles away and on downwind, base, base to final and finals calls. Upon talking to the FBO this plane was doing touch/stop and goes and wasn't saying anything on frequency for a bit of time before we got there.

Synopsis

Air taxi flight crew reported that during short final approach an aircraft entered the runway for takeoff without making any radio calls requiring the flight crew to go around.

Time / Day

Date : 202312
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : RFD.Airport
State Reference : IL
Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X
ATC / Advisory.Tower : RFD
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach

Aircraft : 2

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

Component

Aircraft Component : Unknown
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Facility : RFD.Tower
Reporter Organization : Government
Function.Air Traffic Control : Trainee
Function.Air Traffic Control : Local
ASRS Report Number.Accession Number : 2062021

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.ATC Issue : All Types
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi

Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was Local Control, training in progress. Weather VFR. Ground was split off, Controller in Charge was standalone. Aircraft X was in left traffic for Runway 19 and had been cleared for the option on Runway 19 and told they were inside of Aircraft Y. Aircraft X indicated they would be a full stop. Aircraft Y was cleared for the option number 2. Aircraft X landed and I was giving turn and taxi instructions when I and my trainer noticed the aircraft was smoking and had rolled into the intersection of Runway 19 and Runway 7/25. The Controller in Charge was alert to the situation and pulled the crash phone. I sent Aircraft Y around and gave him his VFR departure clearance. I asked Aircraft X if he required assistance. He informed me that they had flamed out and there was smoke, but the flames were out and they were fine. I informed him that Airport Operations was on the way. Operations and ARFF (Aircraft Rescue and Firefighting) arrived quickly. Both runways were closed and the aircraft required a tow back to the hangars. A FOD sweep was conducted after the aircraft was towed off the runways and taxiways.

Synopsis

Local Control trainee reported a small aircraft landed and was smoking. The trainee sent another aircraft around and provided assistance to the aircraft that was smoking.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

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

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 1420

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 460

ASRS Report Number.Accession Number : 2059892

Human Factors : Workload

Human Factors : Time Pressure

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 10
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

On Day 0 approximately XA: 50pm local I was operating Aircraft X. I taxied from the northwest apron via Taxiways 1, 2 and held short of Runway XXR. I received takeoff clearance, read it back, and began the take off roll. As I was rotating to climb, I observed an aircraft ahead and to the left crossing the hold short area on Taxiway 3 and continuing to enter the runway environment from left to right. I chose to continue climbing straight ahead, and announced the issue on frequency. I was then handed to the XXL Controller and continued the flight to ZZZ1 normally. I spoke by phone with the Tower Manager who apologized and regrets the trainee mistake. ZZZ Tower is performing their investigation, review of audio, and lessons learned for improvement. The other aircraft, Aircraft Y was cleared by XXL local Controller after landing XXL to cross XXR. A missed memory aid by the XXR Controller caused for the Runway incursion.

Synopsis

A high wing single engine aircraft pilot reported during initial climb they observed a low wing single engine aircraft taxi across the runway in front of them.

Time / Day

Date : 202312

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

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 : Takeoff / Launch

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

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

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2059712

Human Factors : Workload

Human Factors : Time Pressure

Human Factors : Distraction

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2059723
Human Factors : Time Pressure
Human Factors : Workload

Events

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

Assessments

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

Narrative: 1

When departing full length off of Runway XXR in ZZZ we were cleared to line up and wait. The Captain handed over control as ATC cleared us for takeoff with instruction to climb via SID. I pushed the power up to 1.05 Engine Pressure Ratio (EPR) and before it had a chance to stabilize and before advancing thrust, ATC cancelled our takeoff clearance. We were no faster than 20 knots. I brought the power back down to idle as the Captain said "Reject, my Aircraft". After I got through my startle reflex I saw a 737 crossing the runway in front of us. The tower then cleared us for takeoff again, but the Captain declined and had me ask to go somewhere where we could run a checklist. ATC instructed us to exit left and hold short of Runway XYR. There we debriefed each other, ran the rejected takeoff below 80 knots QRH and attempted to contact the Duty pilot to ensure we had complied with all procedures. We got the concurrence from all flight deck crew and maintenance that it was safe to continue and departed Runway XXR. It seemed to be an honest mistake by ATC. They acted professionally and responded immediately. Unfortunately I don't know what you do to prevent human error.

Narrative: 2

Departed the gate and taxied to Runway XXR for departure. We were given a "line up and wait" clearance for XXR, and we complied. Shortly thereafter, we received our "takeoff" clearance for XXR. Then, a short time after the "takeoff" clearance was given we received tower instruction to "cancel take off." Our engines were spooled and we were rolling, but were below 20 knots. We executed the "rejected takeoff" procedure. We did not reply immediately to the first "rejected takeoff" clearance due to us actively executing the "rejected takeoff" procedure. A few seconds later we were issued a second "cancel takeoff" clearance. We replied to the "cancel takeoff" clearance, and by then we were already stopped on the runway. We observed a aircraft crossing XXR, left to right, downfield approximately 5,000 ft. from our aircraft position. After the aircraft was clear of the runway we were given another "cleared for takeoff" clearance. We declined that clearance and elected to clear the runway to run QRH procedures and verify procedures were accurately followed. Complied with: operating manual sections, and QRH XX-XX. Additionally I reached out to our dispatcher, maintenance desk, and duty pilot (did not reply before we departed). All parties conferenced in and all flight deck crew agreed aircraft was safe to continue and legal to continue without returning to gate for a documented Maintenance Task Card (MTC) discrepancy. After a 15 minute delay, we

departed XXR uneventfully. Without removing the magnitude of the obvious potential threat of a runway incursion, I would like to include in this report that ATC tower controller was professional, he acted with urgency when needed, and complied with our request to exit, and didn't rush us to complete appropriate checklists and procedures. I would like to add a recommendation to a procedure change and highlight a discrepancy in our manuals. In our QRH, in the index, the appropriate action is listed as "Rejected Takeoff." However when you go to QRH XX-XX, the title of the procedure to accomplish is titled "Takeoff After Rejected Takeoff Below 80 Knots." My suggestion is to have the procedure be called "Rejected Takeoff." Then the first question is, "Was the take off rejected above or below 80 knots? Note: Often pilots understate when a rejected takeoff was initiated. Was the 80 knot call made? Etc...If yes, Action: return to gate, discrepancy must be entered, Etc." Ultimately I am suggesting you incorporate most FOM and AOM information and include all rejected takeoff's into the QRH, just low speed.

Synopsis

Air carrier flight crew reported a rejected takeoff when ATC cancelled their takeoff clearance due to traffic taxiing across the runway.

Time / Day

Date : 202311

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Experience.Flight Crew.Total : 3600

Experience.Flight Crew.Last 90 Days : 35

Experience.Flight Crew.Type : 1600

ASRS Report Number.Accession Number : 2059477

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, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Incursion : Taxiway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Following a VFR landing into ZZZ on Runway XX, I exited at [Taxiway] 1 and contacted ground. The controller gave taxi instructions to the FBO but he spoke so fast that I could not understand him at all. I asked him repeat the instructions and to please speak slowly. He repeated the instructions to taxi along Taxiway 2 and turn on 3 to the FBO. Again, he spoke fairly quickly though I thought I understood him. As I taxied along southeast along Taxiway 3, I saw FBOs to my left, which is where I thought my requested FBO was. Having heard a clearance to FBO in his taxi instructions, I turned toward the FBOs. When I approached Runway XX, I looked to my right and saw an aircraft on final which appeared to be around four or five miles out. Believing I was cleared to the FBO and that it was safe to cross, I proceeded to the east side of the runway. Seconds later I was informed by ground control of a possible deviation and that I was instructed to turn RIGHT on [Taxiway] 2 not LEFT. I realized then that the FBO I requested was in fact on the WEST side of the runway. The controller pointed me toward, and cleared me, to taxi to the correct FBO. In retrospect I believe several things went wrong, mostly on my part. The few times I have been to ZZZ, I bought fuel at an FBO on the EAST side of Runway XX. The controller spoke so fast that I didn't get any of it, and even after asking him to speak slowly, he spoke fast, but somewhat slower, and I believed I understood him. Because I remembered that the FBO was on the East side, and because I believed I was cleared to the FBO, I crossed Runway XX and was quickly informed of a possible pilot deviation. The above represents what I did wrong. My planning of exactly where the FBO was should have better, not relying on memory. The crossing of an active runway, even believing I was cleared to the FBO should have rung bells. Seeing traffic a safe distance away I crossed. I remember slowing at the runway, thinking maybe I should confirm, but let it go knowing that the landing traffic was far off and the controller knew what he was doing. What I learned and will change: Do not continue taxiing as the controller is giving me my complete instructions, I made the left turn onto [Taxiway] 3 as instructed before he finished. I should have waited until the instructions were clear to me, I should have asked him to repeat a third time, so no mistakes were made when transcribing. In the future I will not begin my ground taxi during the readout. I tend to do this at home airports which are smaller and more familiar. ZZZ is a busy airport. I usually stay close to home in my area. Things always happen faster there, and flying single pilot is probably not the best choice for going there. On the few trips I make there yearly. I will try to take a second pilot with me. Lastly, I would like to say that the controller truly should have spoken slow enough for a pilot to understand the first time. Perhaps the local pilots understand better

when controllers talk fast because they are used to it. But this is not good for folks who speak slower. In this particular case the interaction definitely made me somewhat nervous. My mindset during the taxi was definitely rankled after the first and second taxi instructions that were given, once way too fast, and the second just fast. I should have stopped and collected myself.

Synopsis

General aviation pilot reported turning incorrectly on a taxiway and crossed an active runway without clearance. The pilot contacted ATC for further clearance to the FBO.

Time / Day

Date : 202312

Local Time Of Day : 1201-1800

Place

Altitude.MSL.Single Value : 1919

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : FBO

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Component

Aircraft Component : Rudder Control System

Aircraft Reference : X

Problem : Failed

Person

Location Of Person : Hangar / Base

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 2059370

Human Factors : Workload

Human Factors : Training / Qualification

Human Factors : Confusion

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Excursion : Runway

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Observer

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Regained Aircraft Control

Assessments

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

Narrative: 1

My student was taking off on [Runway] XX and around 50 knots the plane begin to pull left. He tried to apply more right rudder and nothing happened. He aborted his takeoff and still with no control of the rudder went off the runway on the left side. He crossed a grass area and stopped the plane on Runway XY/XZ.

Synopsis

A Flight Instructor reported their student lost control of the rudder during takeoff and the aircraft veered off the runway onto an intersecting runway.

Time / Day

Date : 202311

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

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

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

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 / Launch

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Widebody, 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 / Launch

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 2058147
Human Factors : Confusion
Human Factors : Distraction
Human Factors : Time Pressure
Human Factors : Workload
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.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

While in a line up for departure on XXL (approx number 4) the active takeoff runway was changed to XYR. Instruction was given to about 10 aircraft to follow each other to XYR. We were taxied down XXL, left on XZL to exit at Taxiway 1 and left on Taxiway 2. While taxiing down XZL in poor visibility conditions Aircraft Z was given clearance to line up and wait on XYR. The controller seemed overworked. We exited the runway on Taxiway 1. When approaching number 2 in the line up on Taxiway 2 for XYR we asked the tower to get out of the line up for operational reasons (fuel below min take off fuel and flight planned into severe). Aircraft Y behind us requested the same. The instructions to us were "taxi on to XYR, exit at Taxiway 3 and hold short of Taxiway 2, make sure your tail is clear of XYR". Holding short of Taxiway 2 we were not certain that it was possible to have adequate clearance of aircraft taxiing on Taxiway 2 and being clear of XYR. Aircraft Y went by, the wing of the aircraft was within feet of our cockpit window. Aircraft Z was about to be next. We informed the tower that we felt unsafe. Aircraft Z was told to stop. At the same time Aircraft Y was given "taxi on to XYR, exit at Taxiway 4 and hold short of Taxiway 2. Aircraft Y extended from the XAR exit to the tail of the aircraft on to runway XYR. We immediately informed the tower. In an abrupt tone we were told not to intervene and that it did not matter what we saw. We were told that it goes by what the controller sees on the radar. Aircraft Z was cleared for take off on XYR while Aircraft Y had not fully cleared the runway. Cause: Controller overload, carelessness and disregard for pilot safety concerns. No aircraft should be cleared to line up and wait in poor visibility while aircraft are taxiing down the runway in the opposite direction. Suggestion: No aircraft should be cleared for take off while a significant portion of another aircraft is on the runway. No pilot advising the tower of an unsafe situation should be dismissed.

Synopsis

Air carrier pilot reported they were instructed to hold short of a runway but the taxiway was not long enough for their aircraft to remain clear of the runway. The reporter stated the departing aircraft was within feet of their aircraft. The reporter also observed an aircraft taking off with an additional aircraft holding on an adjacent taxiway but not clear of the runway.

Time / Day

Date : 202311

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Piper Aircraft Corp Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Taxi

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 223

Experience.Flight Crew.Last 90 Days : 62

Experience.Flight Crew.Type : 223

ASRS Report Number.Accession Number : 2054966

Human Factors : Communication Breakdown

Human Factors : Fatigue

Human Factors : Confusion

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

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
Miss Distance.Vertical : 2500
When Detected : Taxi
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

At the end of my solo commercial lesson, I was doing a taxing back and I got instruction's from ATC to hold short of Runway XR and I Repeated back instructions but in my mind I thought they wanted me to line up and wait on the runway so I mistakenly lined up and waited for ATC instructions, A Skyhawk on a 0.5 miles final was issued a go around from Tower and immediately said they wanted to file a complaint. So Tower issued a possible pilot deviation to me and had me contact to give them to give my information. I believe that after nearly two hours of pattern and doing a 5.4hr cross country earlier in the day I was fatigued and my quality on performance was slowing. In future I will apply my IMSAFE & PAVE checklist more thoroughly before choosing to do night solo pattern after a day of flying.

Synopsis

Piper pilot reported a critical ground conflict by violating the clearance to hold short of the runway with an aircraft on short final. The Tower issued the landing aircraft a go around clearance to avoid a collision.

Time / Day

Date : 202311

Local Time Of Day : 0001-0600

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.TRACON : ZZZ

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 : Takeoff / Launch

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Person : 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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2054827

Human Factors : Troubleshooting

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Check Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 2054574
Human Factors : Workload
Human Factors : Troubleshooting
Human Factors : Time Pressure
Human Factors : Fatigue
Human Factors : Distraction
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - 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 : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

While holding short of the runway at an uncontrolled airport, we saw no plane on final while listening to the CTAF and monitoring the TCAS. we weren't able to identify any aircraft on short final. After making a radio call and rolling past the hold short line an aircraft made a radio call that they were executing a go around. we immediately stopped before entering the runway but were already past the hold short line. The pilot that executed the go around voiced that his radio hasn't been working great and was possible it wasn't transmitted that he was coming in to land. Cause: Inadequate communication from pilot on short final and unable to see the traffic on final before rolling past hold short line. Suggestions: ATC when issuing a clearance from a non towered airport advising any traffic that might be going into the airport to land.

Narrative: 2

We stopped in ZZZ for fuel and to wait for low visibility in ZZZ1 to come up before departing. We had a wheels up time from ATC we were trying to meet. One IFR Aircraft landed and ZZZ1 gave us our clearance. We broadcasted taxi/runway intentions on CTAF also while listening for ZZZ1 ATC to give the final release following the IFR landing in ZZZ. That aircraft broadcast clear of the runway the contacted ATC to close their flight. ZZZ1

then gave us the immediate departure clearance. Before take off check list was done above and below the line, a CTAF broadcast was made for Runway XX, I checked final and it appeared clear. Note, the sun was partially in our eyes looking south. I also did not notice anyone on final approach on TCAS. As we entered the runway I heard the other aircraft say they were on final. I stopped forward movement and at that time I noticed the aircraft. I was not on the runway but had crossed over the hold short line. The aircraft on approach advised they were on final and would go around. I told them via CTAF that I did not hear or see them prior to taking the runway and thanked them for their broadcast and for going around. They said they had some issues with their radio and tried com 2 after that and I could hear them. Note ATC also did not mention any other arriving aircraft to the ZZZ airport when we received our clearance. We were up very early that day for a XA:00 central time zone show time. We had deteriorating weather in ZZZ1, did a CATII, RVR dropped below mins prior to FAP (Final Approach Point) and we went missed. Held for a short time and calculated fuel while monitoring ZZZ1 weather. Diverted, sat for approximately 90 min and departed with some sense of urgency from ATC. I checked final and did not see or hear anyone on the radio, (I was also monitoring multiple frequencies) see anyone on final, see anyone on TCAS or advised by ATC of any IFR arrivals or VFR targets in the area. I probably allowed the rush of ATC for a wheels up time lure me into working items quicker than I normally do. I was also acting as a Line Check Airmen for a CRJ 200 check out. I should have focused on one frequency rather than listen to both due to a new hire pilot running the radios.

Synopsis

Air carrier pilots reported a critical ground conflict at a non-towered airport. After receiving takeoff clearance from ATC and crossing the hold line, an unseen and unheard aircraft announced a go around.

Time / Day

Date : 202311

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 12970

Experience.Flight Crew.Last 90 Days : 75

Experience.Flight Crew.Type : 475

ASRS Report Number.Accession Number : 2052622

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Miss Distance.Horizontal : 2000

Miss Distance.Vertical : 300

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
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Tower cleared me for takeoff on Runway XXL without delay while a Piper Cub was cleared to land. I could not visually acquire the Cub due to the poor angle and placement of the Runway XXL hold-short line, but was listening to their progress on final and they were slow moving. As I crossed the hold-short line with clearance for takeoff, I was told to "Cancel Takeoff Clearance" and the Cub was told to "Go-Around." This situation could have been mitigated by organizing the ATC operation at this airport. This airport has been the scene of numerous runway incursions and air traffic control's prioritizing speed over safety. Part of what occurred here is the constant switching of parallel runways for arrivals and departures. Also, the [1] Taxiway approaches the Runway XXL threshold at an angle where you are unable to see traffic on final making clearing the final hazardous and this scenario could have possibly been prevented if there was more of a 90 degree angle to the runway. The angle of the taxiway coupled with ATC at this particular control tower's desire for speed and efficiency over safety is a very dangerous situation. Widening [Runway] XXL and using it exclusively for landings while using [Runway] XXR for takeoffs would make this operation safer since the predominant direction of operation is south.

Synopsis

PA-32 pilot reported a conflict while beginning the takeoff roll with an aircraft on final. ATC abruptly cancelled the takeoff and sent the other aircraft on a go-around.

Time / Day

Date : 202311
Local Time Of Day : 1201-1800

Place

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

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Taxi
Route In Use : None

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Lancair Undifferentiated
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Landing

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 2007
Experience.Flight Crew.Last 90 Days : 103
Experience.Flight Crew.Type : 315
ASRS Report Number.Accession Number : 2050639
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.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 75
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Student training flight. Landed full stop on Runway XX and was instructed to taxi via Taxiway 1 and hold short Runway XY. After holding short for several minutes we were instructed on Tower frequency to cross Runway XY at Taxiway 1 and contact Ground on the other side. Before moving we looked left and saw a Lancair who looked to be landing Runway XY so we held position. As soon as Tower gave us that crossing clearance, he said to cancel the clearance and hold short of [Runway] XY at Taxiway 1, to which we read back we saw the landing traffic and would continue to hold short. The next clearance we received was that we were cleared to cross [Runway] XY at [Taxiway] 1 and the Lancair would be exiting at [Taxiway] 2 off Runway XY. As we pulled forward we could tell the Lancair was not going to take the exit he was instructed to so we stopped the airplane on the west half of the runway and told Tower that we were going to get off the runway via [Taxiway] 2, reverse high speed exit. The idea behind this was that the Lancair would clear the runway at [Taxiway] 1 but because we would be behind it we would be unable to clear the hold-short if he was stopped off of [Taxiway] 1 and Taxiway 2 intersection. The Tower quickly approved our taxi to [Taxiway] 2. The airspace was very busy at the time with lots of training aircraft and more helicopter training traffic than I ever seen in my time at ZZZ. I believe the Tower was task saturated and in the process of having a control on another frequency to control the west side of the airport. The Lancair pilot read back the taxi instruction but did not comply with the instructed exit nor did he immediately get on the radio to say unable or anything of that sort, which played a contributing factor. Luckily we saw him and could tell he wasn't going to make the turn at [Taxiway] 3 but had it been a jet I dont know that we wouldn't have had a collision with larger wingspan and much faster response time requirement, closure rate, etc. The ZZZ Tower folks are a great group and usually have a very good handle on the air traffic.

Synopsis

PA-28 Flight Instructor reported a runway incursion occurred as an aircraft that was landing did not comply with ATC's instruction to exit the runway at a specific taxiway. To ensure there was proper clearance between aircraft, the Flight Instructor requested a different taxiway to safely exit off the runway.

Time / Day

Date : 202311

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase.Other

Route In Use : None

Person

Location Of Person.Aircraft : X

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Developmental

ASRS Report Number.Accession Number : 2049698

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Vehicle asked to proceed onto Taxiway 1 and Runway XX from the old hangars. Vehicle was given clearance to proceed onto Taxiway 1 and Runway XX and instructed to hold short Taxiway 2. Vehicle was at operating on the end of Taxiway 1 and on the extended portion of Runway XX. Runway incursion lights and board were utilized. Approximately 20 minutes later Aircraft X called from the new hangars requesting to enter pattern for Runway XX. Aircraft X was instructed to depart the new hangars at his own risk and enter a right base Runway XX. Aircraft X was cleared for the option Runway XX with vehicle still operating on extended portion of Runway XX and Taxiway 1. Aircraft X made a full stop and taxied back to the new hangars via Taxiway 3. Remember to scan runway incursion lights/board prior to giving runway clearances. The RID (Runway Incursion Device) lights are not bright enough during daytime operations and make it easier to pass over by accident.

Synopsis

Tower Controller reported clearing a helicopter to enter the pattern for the runway while there was a vehicle operating on the runway.

Time / Day

Date : 202310

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Night

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

Make Model Name : Military

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Landing

Person : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Function.Air Traffic Control : Flight Data / Clearance Delivery

Qualification.Air Traffic Control : Developmental

ASRS Report Number.Accession Number : 2047330

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Ground Personnel

Person : 2

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Instructor

Function.Air Traffic Control : Local

Function.Air Traffic Control : Supervisor / CIC

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 2047336

Human Factors : Training / Qualification

Human Factors : Distraction

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Ground Equipment Issue
Anomaly.Ground Event / Encounter : Vehicle
Detector.Automation : Air Traffic Control
Detector.Person : Ground Personnel
Detector.Person : Air Traffic Control
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

During this event I was working Ground Control, Clearance Delivery and Flight DATA. I was informed by Ops that a vehicle had crossed Runway XXR from Taxiway 1 and Taxiway 2 heading eastbound and joined the vehicles staged at Taxiway 2. Vehicle returned crossing XXR again at the same intersection heading westbound, narrowly missing the landing of a [priority handling] Aircraft X on RWY XXR. It was reported by Ops that the driver of the vehicle had to "slam their brakes" to avoid a collision with Aircraft X. At no point in time during the two XXR incursions was the vehicle in communication with ground control or the local controller when utilizing the taxiways or crossing XXR. Vehicle was not visible from the tower due to nighttime conditions and no vehicle flashing lights were observed. Time of events as observed in ASCC (Airport Surface Surveillance Capability) playback: XA:40:32z - Vehicle 2 + 3 cross Rwy XXR at Taxiway 2 intersection XA:41:07z - Vehicle 2 + 3 are clear of RWY XXR on Taxiway 2 XA:41:24z - Vehicle target appears on ASCC on the West Ramp XA:41:53z - Vehicle crossed RWY XXR at Taxiway 2 eastbound XA:43:34z - Vehicle reappears on ASCC heading westbound attempting to cross RWY XXR and is within 200 ft of Aircraft X [priority handling] landing. XA:43:36z - Vehicle crosses RWY XXR behind Aircraft X and returns to the west ramp The second vehicles in this report were Aircraft Tow + 1. Tow was accompanied by another vehicle and exited the east ramp via Taxiway 4 and was instructed to proceed Taxiway 4 southbound and to hold short of RWY XXL. Tow acknowledged the transmission but failed to provide a correct readback. Tow proceeded southbound on Taxiway 4 and crossed RWY XXL without authorization and proceeded onto Taxiway 5. Local control had given a RWY XXL landing clearance to Aircraft Y. Tow + 1 had cleared RWY XXL prior to Aircraft Y crossing RWY XXL threshold, as observed in the ASCC playback. Time of events as observed in the ASCC playback: XB:04:46z - Tow + 1 crosses RWY XXL at Taxiway 4 South intersection XB:04:59z - Tow + 1 clear of RWY XXL on Taxiway 5 XB:05:15z - Aircraft Y helicopter crosses RWY XXL landing threshold. Recommend all personnel/vehicles utilizing taxiways/runways be equipped with transponders, flashing lights and be in direct communication with the ground control or local control. Direct line to the fire department was OTS (Out of service) during the time of event. Fire department did not answer the crash phone. Due to low visibility at night, vehicle was not visible from tower.

Narrative: 2

On Day 1 we had Aircraft X land at approximately XA:42Z after requesting priority handling. Aircraft X successfully landed and positioned itself on Taxiway 5 for inspection

from response vehicles. After the response the aircraft remained on the taxiway, awaiting to be towed back its hangar. A vehicle, Tow, was dispatched from the East Ramp and authorized onto Taxiway 4 by the Ground Controller. Prior to me receiving a request from the Ground Controller for the vehicle to cross RWY XXL at Taxiway 4 (to proceed onto Taxiway 5), I was informed by the Ground Controller that the vehicle had crossed the runway without permission. We also received a call from a representative from Operations that they had witnessed the vehicle cross the runway without permission. Later on that evening I received another call from Operations at XB:31Z in which a representative questioned if I was aware of a situation involving a vehicle that had to slam on its brakes to avoid an aircraft. Unsure of any situation I asked for more questions and was told the event happened on Taxiway 1, and then told it was Taxiway 1/Taxiway 2 and that it occurred during the time of the earlier Aircraft X response. Later after receiving more information, I was informed that a vehicle potentially crossed RWY XXR at Taxiway 2 before and after Aircraft X landed, approximately XA:43Z. Immediately before and after Aircraft X landed I never authorized any vehicles to cross RWY XXR at Taxiway 2. Once the aircraft landed and began its taxi roll, control of the RWY was released to the Ground Controller. While I attempted to maintain a continual scan of the airfield there, during the Tow incident I was on dual positions, LC and CIC. It was nighttime and vehicles can be hard to see, especially those without flashing/strobe lights. Additionally, vehicles on our airfield are not equipped with transponders which would make them more identifiable on ground radar. The ground radar is also a new system for us which was certified recently. Recommendation: Ground vehicles should have transponders and flashing lights for visibility.

Synopsis

Tower Controllers reported ground vehicles failed to communicate and follow hold short instructions resulted in taking evasive action to avoid landing traffic.

Time / Day

Date : 202310

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : CNO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft

Reference : X

ATC / Advisory.Tower : CNO

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 3188

Experience.Flight Crew.Last 90 Days : 46

Experience.Flight Crew.Type : 392

ASRS Report Number.Accession Number : 2046993

Human Factors : Communication Breakdown

Human Factors : Other / Unknown

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Human Factors : Distraction

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Trainee
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 850
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 20
Human Factors : Training / Qualification
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was operating in the role of a Multi-Engine Flight instructor at Chino, California Airport in Aircraft X. An ATP-rated pilot, who I have known for about a year requested I provide initial multi-engine flight instruction to a student who is instrument and commercial rated in a single engine aircraft with approximately XXX hours. The ATP pilot requested my service because he was aware that I had been providing instruction in an Aircraft X Type X and he owned an Aircraft X Type Y, so I met their insurance requirements. We agreed it would be a good opportunity for the student to get used to flying that aircraft with a current flight instructor. Before we actually got in the aircraft, I conducted almost two hours of multi-engine ground instruction describing aerodynamic principals to include Vmc and all emergency procedures. I informed the student that any aircraft emergencies encountered during the flight today would be handled as real emergencies. Typically on a first flight, I want the student to be the sole manipulator of the controls to get a feel for a larger, faster and heavier aircraft. The ATP-rated pilot sat in the back of the airplane to help provide guidance on the flight profiles he wanted us to maintain when it came to performance and engine maintenance. For instance, he closely monitored the temperatures of the cylinders and repeatedly asked what the temperatures were anytime we were conducting multi-engine maneuvers. As I quickly learned, this became a distraction to not only myself as trying to instruct the student but also to the student flying the plane. After a little over an hour of air work we decided to return to Chino to practice several landings. During the descent, the student started to become overwhelmed with the workload and requested me to handle the radio work. As we descended, the ATP pilot again began to ensure we were properly monitoring the engine gauges and the student was engaging with him more on the performance of the airplane and monitoring the

engines than what I believed was necessary. I contacted Chino Tower with the proper ATIS and advised we were inbound for landing. We were given instructions to make a left base for Runway 26L, which we had requested. We proceeded into landing and exited left from the runway onto Taxiway Echo. Although this landing was conducted safely, I noticed the airplane landed near the beginning of the threshold for the 7000 foot runway and we rolled an excessive distance with minimal braking before exiting the runway. However, I did not mention anything as the instructor since we exited taxiway Echo which is the normal taxiway I safely use when instructing in the Aircraft X Type Y. Due to limited data, I'm unable to calculate the distance to Taxiway Echo from the threshold of 26L, however, I was able to interpolate the distance to Taxiway Papa with the data with the length of Runway 26R which is 4858 feet. I can estimate the first taxiway which is Papa would be at approximately 2142 feet. I reviewed the POH charts for normal landing distance data for the Aircraft X Type X. Utilizing the current conditions, the landing roll should be approximately 1200 feet with full flaps and maximum braking. An exit at Taxiway Papa which is at 2142 feet would safely be within the POH landing roll. However, the student rolled the airplane with minimal braking to Taxiway Echo which I would estimate to be another 2000 feet giving a landing roll of over 4000 feet when only 1200 feet is needed. Of note, the ATP pilot advised that they only use a maximum of 25 degrees of flaps, not 40 degrees. After exiting the runway we contacted ground and requested to taxi back to 26L for another traffic pattern. During taxi, I discussed approach speeds and to ensure maintaining above blue line speed at all times while in the traffic pattern in case of sudden engine failure. I then advised as part of the lesson, I would reduce the left throttle after takeoff and only when above at least 500 feet AGL. I explained that I wanted to demonstrate the climb capabilities of the aircraft while having an engine at zero thrust and once we reach traffic pattern altitude, the student would be given both engines in order to conduct a normal landing. Additionally, we agreed this would be the last flight for the day. As I had briefed, after takeoff and at approximately 800 feet AGL, I reduced the power on the left engine and we climbed to traffic pattern altitude. The flight was very normal and we were cleared to land and I believe we might of even advised it would be a full stop landing. The student's approach speeds were exactly at blue line, 89 knots and the student had full control of the aircraft. Touchdown occurred a few hundred feet past the threshold and before Taxiway Papa, which is normal after a proper flare. Upon touchdown, the student immediately retracted the flaps to a zero setting and pulled back on the yoke to ensure the weight of the aircraft had transferred to the wheels. As we quickly passed Taxiway Papa and then Echo where we had last exited, the student had not yet applied any braking. It was after we passed Echo I stated "Feel free to use some brakes to help us slow down". The student then replied that the "other" pilot instructed the student to only use very minimal braking to prevent wearing the brakes. The ATP pilot also stated they normally land at their home airport ZZZ1 and always roll to the end of the runway without using brakes. As the plane continued to roll past Runway 3-21 the Chino tower instructed us to exit the runway which was due to landing traffic behind us. After clear of Runway 3-21 the student exited Taxiway Delta which is the final Taxiway prior to the end of the runway. I would estimate this was approximately a 6000 foot landing roll with no braking. Although I understand the concept behind landing and rolling long to prevent wear and tear on the braking system, I believe this landing was excessively long and also placed me in a location on the airport I had never been and was unfamiliar. As noted on the airport diagram, Taxiway Delta has a small "pie shaped" area to stop in before crossing the hold lines of Runway 3-21. I estimate this area to be only large enough to safely stop a smaller type aircraft in order to maintain clearance from both hold short lines. With the student being the sole manipulator of the controls and turning left off the runway following the inner yellow taxi way line, I was not able to see the hold short lines for Runway 3-21 since I was in the right seat and my view is obstructed. The hold short lines for Runway 3-21 are immediately off to the left side of the aircraft and at an angle that doesn't allow me to

be able to see it until the aircraft makes the turn onto Taxiway Charlie. After clearing the runway and within seconds of coming to a complete stop, we were contacted by ground control and informed that we had gone past the Runway 3-21 hold short lines without clearance. We were told to contact the tower for a possible Pilot Deviation and promptly given taxi clearance to cross Runway 3-21. Fortunately, this indicated that Runway 3-21 was not active and we did not interfere with any landing traffic or cause any further hazards. When conducting my normal multi engine flight training, I routinely go to Chino airport from ZZZ2 due to the close proximity X practice area, availability of practice precision instrument approaches but primarily due to the long and wide 26L runway which is safer for practicing single engine maneuvers. I have 23 separate flights to include solo and as an instructor in a Aircraft X Type X into or out of Chino Airport. Not one time have I exited the 26L runway past the intersection of Runway 3-21. In order to eliminate this from happening again, I will ensure that I am more familiar with all aspects of the airport to include airport diagrams. Also, I will strive to eliminate distractions from external influences such as passengers on the aircraft that might create intimidation to the pilots. I believe this was an isolated incident due to contributing factors of the student not being familiar with the aircraft and airport and pressure applied by having the ATP-rated pilot in the back creating stress which caused both the student and myself to not see the hold short lines of Runway 3-21. I was advised there is only a hold short marking painted on the ground and no flashing lights.

Narrative: 2

I completed my first official multi-engine lesson in a Aircraft X Type X. We moved the Aircraft X Type X from ZZZ1 to Chino (CNO) for the lesson. I had flown in and out of the airport multiple times that day to move the aircrafts, but was not entirely familiar with the field as I would be my own. I had a X hour ground and then an approximately X hour flying lesson, where we did air work, stalls, and some single engine work with a new instructor. At the time my instructor and I had come into the pattern to do two full stop landings. After the first landing we taxied back to takeoff and proceeded to a simulated single engine (only on downwind) landing. We took off and did one lap in the pattern. I landed and rolled long, briefed by the ATP pilot in the aircraft to go easy on the brakes when able. Tower instructed me to exit Runway 26L at the upcoming exit D. I exited the runway, making sure to clear the hold short bars since I was in a lot larger of an aircraft than I was used to. I cleaned up the airplane and went over to ground frequency. They instructed me to cross Runway 21, which they alerted me that my nose was past the hold short bars, and taxi via C to the FBO where we requested to park. I looked down and noticed my nose was in fact about a foot past the hold short bar. I repeated back the instruction and continued taxiing. Ground then advised me of the possible runway incursion and provided me with a phone number. My instructor read the number back. Upon returning to the FBO my instructor and I debriefed the event. He explained that he usually does not roll as long and that he is not as familiar with the other exits. We agreed at new airports it is important to brief an exit plan especially if I intent to roll long. We also studied the airport diagram and noted that it was not an airport hotspot and that it may be good to notify airport management about the possible confusion for other pilots. The distance between the two hold short bars is just barely enough for an Aircraft X Type X to fit and if unfamiliar it is easy to miss. Many contributing factors led to this event; both my and my instructor's unfamiliarity with CNO, me being in a new, larger aircraft, and possible fatigue from the long lesson. In the future, I plan to set aside more time to review the airport diagram and really be familiar with my possible exits before flying and especially training out of an airport.

Synopsis

Multi-engine Flight Instructor and student reported a runway incursion at CNO airport after landing on an intersecting runway. The CFI reported difficulty seeing painted markings due to the geometry of the turn when exiting. Student recommended making airport management aware of the potential for incursions due to the short distance between hold short bars and no additional lights or markings to indicate hold short.

Time / Day

Date : 202310

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MKJS.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Ground : MKJS

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

Person : 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 : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2045362

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 137

Experience.Flight Crew.Type : 137

ASRS Report Number.Accession Number : 2045368

Human Factors : Time Pressure

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Human Factors : Distraction

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

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

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Chart Or Publication

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Chart Or Publication

Narrative: 1

There is a new hold short line for Runway 7. There was no NOTAM that I could find on this and the sun angle made it hard to see on the pavement. There was also no mention of the new hold short line on the 10-9 Page and nothing on the company information page. We taxied slightly past the new line before discovering the error. Suggestion: Put out a NOTAM on the new hold short line and add a mention of it for taxi out on the company page for MBJ.

Narrative: 2

Taxing out for departure from Montego Bay after taking a XX minute delay for a passenger that checked X bags but did not board the aircraft. We crossed the hold short line. The new line is significantly further from the runway than the original hold short. The original hold short lines are still visible albeit painted black. I was distracted by my frustration with the handling of the missing passenger situation. Suggestion: If there was a note in the company page, this could help with SA.

Synopsis

Air carrier flight crew reported a runway incursion after failing to see the location of a recently moved hold short line.

Time / Day

Date : 202310

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.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A330

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2042931

Human Factors : Time Pressure

Human Factors : Situational Awareness

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 2041607
Human Factors : Situational Awareness
Human Factors : Time Pressure

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Automation : Air Traffic Control
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Rejected Takeoff
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Tower gave us line up and wait, for multiple aircraft crossing downfield on runway XX. Two heavy aircraft crossed runway XX downfield. After the two aircraft had cleared [runway] XX, tower then cleared us for takeoff. I initiated the take off sequence and executed standard procedures to the point where I noticed an Airbus (321) about to cross the runway and then proceeding on to runway XX. Approaching 80 kts, tower transmits "Aircraft X cancel take off clearance. CA (Captain) then initiated RTO (Rejected Take Off) with standard procedures. We exited about halfway down the runway with minimal brake application on taxiway 1. I clarified with tower for taxi clearance and again for takeoff clearance, while re accomplishing takeoff checklist. Cause: Non compliance to clearance by aircraft taxiing and crossing active runway. Suggestions: Compliance to ATC clearance by aircrew

Narrative: 2

We were given a line up and wait traffic will cross clearance onto runway XX. We watched two heavy aircraft aircraft cross at the far end of the runway. Tower then gave us clearance to take off. My first officer commenced the takeoff. I was pilot monitoring. The tower said Aircraft X cancel take off clearance. I looked up to see a heavy was crossing runway XX. This occurred about. 75 knots as I did not make the 80 knot call out. I did the reject procedure, exited the runway on taxiway 1 about halfway down the runway. Cause: My guess is the heavy had a language barrier and thought he/she had clearance to cross. Suggestions: Maybe better communication for clearances.

Synopsis

B737 flight crew reported observing traffic entering runway while accelerating for takeoff resulted in ATC clearance to cancel takeoff and a rejected takeoff.

Time / Day

Date : 202310
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 7500

Aircraft : 1

Reference : X
ATC / Advisory.Tower : CXO
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Taxi
Airspace.Class D : CXO

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : CXO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Airspace.Class D : CXO

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 110
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 110
ASRS Report Number.Accession Number : 2042812
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was cleared for immediate takeoff on Runway 14. Upon response, I added throttle to promptly enter the Runway and safely take off. Tower advised me there was traffic on a 1 1/2 mile final. Upon crossing threshold, my takeoff clearance was cancelled, then immediately pulled power to idle and proceeded with maximum braking. After coming to a complete stop, I was beyond the hold short bars, I was waiting for further instructions. The aircraft on the short final proceeded to land with me passed the hold short line, on the Runway. After he exited the Runway, I was then cleared for takeoff again.

Synopsis

General aviation pilot reported a near miss on a training flight while receiving an ATC clearance to takeoff, then ATC cancelling the takeoff clearance as the pilot was crossing the runway hold line. Once the aircraft on final landed, the general aviation pilot received another takeoff clearance.

Time / Day

Date : 202310
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : OLV.Airport
State Reference : MS
Altitude.AGL.Single Value : 0

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.Tower : OLV
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Taxi
Airspace.Class D : OLV

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : OLV
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Airspace.Class D : OLV

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 333
Experience.Flight Crew.Last 90 Days : 78
Experience.Flight Crew.Type : 310
ASRS Report Number.Accession Number : 2042483
Human Factors : Communication Breakdown
Human Factors : Training / Qualification
Human Factors : Situational Awareness
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
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 50
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

We were holding short of Runway 36 waiting for our takeoff clearance. We were then cleared for a no delay takeoff 090 as we taxied across the hold short line I looked up to double check for traffic and saw Aircraft Y on short final. I slammed the brakes just passed the whole short line as the plane came into land in front of us. During the entirety of the flight there was only one controller who seemed overwhelmed dealing with ground clearances, takeoff clearances and landing clearances.

Synopsis

Flight instructor reported a near miss while entering a runway for takeoff with an aircraft on short final. Flight instructor stopped past the hold short line and another aircraft landed.

Time / Day

Date : 202310

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dawn

Ceiling.Single Value : 8000

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : PA-46 Malibu Meridian

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Route In Use : Direct

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 4294

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 1300

ASRS Report Number.Accession Number : 2040516

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 40
Miss Distance.Vertical : 20
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Runway Incursion Incident at ZZZ at XB30. Arrived ZZZ at XA40. Removed aircraft from hangar and proceeded to fuel pumps. Topped off both inner tanks of Aircraft X, A Piper PA46 Malibu based at ZZZ. A flight plan was filed to ZZZ2 from ZZZ1. ZZZ1 was selected so that the clearance could be picked up by ZZZ Approach, rather than ZZZ1 TRACON. ATIS reported wind at 190 and 4 knots. After fueling, I selected runway XX for departure. I taxied to the Runway XX threshold and performed a full checklist. This took perhaps 2 minutes. I turned on strobes as well as taxi lighting. These are high intensity wingtip forward lamps. This is done due to the high volume of westbound traffic heading to ZZZ3 and many of them using ZZZZ intersection at 6,000 ft. After checklisting, I announced my departure on runway XX on the Unicom frequency and after looking carefully for approaching traffic in both directions, proceeded to enter the runway. The time is exactly XB13. The sun is up, but the sun is very low in the east and pretty much right in my face. After a slight overshoot of the centerline on the turn, I aligned on the centerline and applied takeoff power. After about perhaps about 1,000 feet of takeoff roll I spotted a dark shape on the left part of the runway. The sun is directly in front of me. It was a very small shape. Actually looked like groundwater at first. In the next second or two, I interpreted it in my mind as a small animal, perhaps a coyote. Then it became clearer that it was a golf cart with a person in it driving westbound on the runway to the left/north of the centerline. The bright green safety vest was the most visible aspect. My choice was to abort the takeoff and possibly strike the golf cart or rotate the plane immediately. The plane was far under gross weight and I had accelerated to 68 knots, so I decided to rotate the aircraft. As I passed over the golf cart at perhaps by 10-20 feet, the Golf cart steered off of the runway to the north and into the grass. I observed a person wearing the bright green safety vest. After cleaning up the plane (wheels, flaps, power), I texted two people to contact the airport and notify them of the runway incursion incident.

Synopsis

Pilot departing a non-towered airport reported during takeoff roll they saw a golf cart driving on the runway and decided to rotate early to avoid hitting the cart.

Time / Day

Date : 202309

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : FFC.Airport

State Reference : GA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : FFC

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Flight Phase : Landing

Airspace.Class E : FFC

Airspace.Class G : FFC

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : FFC

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

Flight Phase : Final Approach

Airspace.Class E : FFC

Airspace.Class G : FFC

Aircraft : 3

Reference : Z

ATC / Advisory.UNICOM : FFC

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

Flight Phase : Final Approach

Flight Phase : Landing

Flight Phase : Initial Approach

Airspace.Class E : FFC

Airspace.Class G : FFC

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 750
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 650
ASRS Report Number.Accession Number : 2037027
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

After myself entering the 45 (I am Aircraft X) following Aircraft Y, turning downwind, Aircraft Z not making many calls tries to come in midfield 200 ft. below and starts to turn downwind. I am on top of the aircraft and lets the pilot know on the comms. He does a 360 and I request not to pull up in the event of a mid air collision. I extend my downwind for Aircraft Y to land, once Aircraft Y turns final I start to turn base and Aircraft Z also turns base to go final cutting off Aircraft Y. Myself and Aircraft Y lets him know which he does a 360 on base and flies on what he thinks is a downwind but is still close off to my right wing when im on final. Upon me and my student landing, while we are still on the runway I turn around and see Aircraft Z also lands on the runway while im still well within the protected runway environment. I was clearing at taxiway Charlie and he looked to land by taxiway Delta.

Synopsis

Instructor pilot reported a near miss in the traffic pattern on a training flight at a non-towered airport, during day, VMC conditions. The Instructor pilot maneuvered to remain clear of the other aircraft, and landed safely, with the other aircraft also landing while the instructor aircraft was still on the runway.

Time / Day

Date : 202309

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : VDI.Airport

State Reference : GA

Altitude.MSL.Single Value : 400

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft

Reference : X

ATC / Advisory.UNICOM : VDI

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Ferry / Re-Positioning

Flight Phase : Landing

Route In Use : Direct

Airspace.Class G : VDI

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 6650

Experience.Flight Crew.Last 90 Days : 88

Experience.Flight Crew.Type : 1570

ASRS Report Number.Accession Number : 2036038

Human Factors : Training / Qualification

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Miss Distance.Horizontal : 1200

Miss Distance.Vertical : 300

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Human Factors

Primary Problem : Airport

Narrative: 1

On short final to Runway 32 at VDI, a vehicle belonging to an onsite construction contractor entered the runway and proceed to drive northwest on the runway. A go-around was executed and an uneventful return to landing then occurred. According to an FBO employee, this was not the first occurrence during the construction project. The contractor needs training on required safety procedures at uncontrolled airports.

Synopsis

Small transport pilot reported a construction vehicle entered and remained on the runway while the aircraft was on short final necessitating a low level go around.

Time / Day

Date : 202309
Local Time Of Day : 0601-1200

Place

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

Environment

Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 25000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Make Model Name : Bonanza 35
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi
Route In Use : Vectors
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Final Approach
Airspace.Class B : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1500
Experience.Flight Crew.Last 90 Days : 35.0
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2034969
Human Factors : Confusion
Human Factors : Time Pressure

Human Factors : Workload
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Returned To Clearance

Assessments

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

Narrative: 1

Landing Runway XX at ZZZ upon landing advised to exit via Taxiway 1. I exited Runway X/XY the right hand turn before taxiway. A jet was landing behind me so I was unable to re-enter Runway XX to exit. I held short Runway XX. Aircraft Y went around and I re entered Runway XX and exited on taxiway without incident to FBO. In a single pilot task saturated environment and a landing Jet it may have been better to go around and not be rushed to exit runway. In order to avoid the GO around ATC could have advised Taxiway without interference. Thank you.

Synopsis

Pilot flying Beech v35 aircraft reported exiting onto a runway instead of taxiway per clearance resulting in a go-around by another aircraft on approach.

Time / Day

Date : 202309
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 100

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000
RVR.Single Value : 20000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-24 Comanche
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Small Aircraft
Flight Phase : Taxi
Airspace.Class D : ZZZ

Component

Aircraft Component : Electrical Power
Aircraft Reference : X
Problem : Failed

Person

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 : 285

Experience.Flight Crew.Last 90 Days : 17
Experience.Flight Crew.Type : 218.4
ASRS Report Number.Accession Number : 2032138
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Troubleshooting
Human Factors : Time Pressure

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport

Assessments

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

Narrative: 1

During takeoff and upon raising the landing gear, I had a complete electrical power failure. All radios, including the code squawker, were lost. I was in Delta airspace, under Bravo airspace. After visually clearing the airspace, I decided to make left traffic back to the runway. During downwind, I assessed that I did still have landing gear in the down position. I did not have power to deploy flaps. I also saw that the runway was without approaching or takeoff traffic. After passing the key position, I again verified that there was not any traffic in the the right or left pattern in front of me or on final. There was not any traffic on the runway either. I began my approach to land. While in base, I noticed a small piston airplane approaching the hold short line of Runway XX, which was my intended runway for a [priority] landing. As I turned final, the small piston airplane, crossed the hold short line. I began to evaluate a possible go-around, but immediately, the other aircraft turned around and headed away from the runway. He was never on the runway and was now departing away from the runway and back towards the taxiway. I decided that it was safe to proceed and land. I safely landed.

Synopsis

Piper 24 pilot reported complete electrical failure after takeoff resulting in an immediate return to the airport.

Time / Day

Date : 202309

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BFR.Airport

State Reference : IN

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 40000

RVR.Single Value : 50000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : BFR

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : BFR

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : None

Airspace.Class G : BFR

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 478
Experience.Flight Crew.Last 90 Days : 24.6
Experience.Flight Crew.Type : 450
ASRS Report Number.Accession Number : 2032094
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 200
When Detected : Taxi
Result.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative: 1

No wind conditions and planned eastbound route, planned to launch on 06. Announced back-taxi 06, as approach and crossing Runway 31 observed Aircraft Y executing go-around above me, then observed radio mis-tuned to 123.8, not 122.8, tuned correctly and responded to Aircraft Y inquiry apology and would wait for him to land before departure. Had been using frequencies in the 123.## range, human error did not verify correct frequency. Tuning error unnoticed on original approach, no traffic observed on ADS-B in vicinity during approach and landing.

Synopsis

GA pilot reported as they crossed the runway at a non-towered airport, another aircraft executed a go-around above them. Reporter noticed they were communicating on the wrong frequency and the other aircraft had not heard reporter's announced intentions to cross the runway.

Time / Day

Date : 202308

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ATL.Tower

State Reference : GA

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ATL

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ATL

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 : 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.Last 90 Days : 163.03

Experience.Flight Crew.Type : 318.92

ASRS Report Number.Accession Number : 2030251

Human Factors : Distraction

Human Factors : Situational Awareness

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

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 96.35
Experience.Flight Crew.Type : 648.87
ASRS Report Number.Accession Number : 2030260
Human Factors : Situational Awareness
Human Factors : Confusion
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.Deviation / Discrepancy - Procedural : Published Material / Policy
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
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

While on final approach to runway 27L at Hartsfield-Jackson Atlanta International Airport, we were fully configured and cleared to land. Downfield Aircraft Z had just finished crossing the 27L runway, when the First Officer and I noticed Aircraft Y on taxi northbound, nearing the approach end of our landing runway. As they began crossing 27L, they did not appear to be taxiing fast enough to clear the runway before we would land. I do not recall ever hearing from the tower that Aircraft Y would be crossing 27L; we may have missed the call if it was made, perhaps while we were busy configuring our aircraft for the landing and didn't hear it. At less than a mile from the runway, we queried the tower, "Is Aircraft X still cleared to land?", upon which the immediate response from the tower was "Aircraft X, go around". On frequency right after, we heard "Good call". I'm not sure who made it. We conducted a normal go around, followed by a normal landing at ATL.

Narrative: 2

Uneventful flight to ATL. While on short final to 27L (fully configured and stable and descending through 1000 ft), Aircraft Y began crossing the approach end (from left to right from our perspective). It seemed close and I'm not sure if I heard ATC give them clearance to cross. I told the CA (Captain), "this looks close" and he agreed so I queried the tower asking "Are we still cleared to land?" They hesitated a second and then directed us to go around, which we were just about to initiate on our own as well. We completed a normal go around as the tail of Aircraft Y cleared the runway. We then returned for an uneventful landing on runway 28.

Synopsis

Air carrier crew reported a conflict while on final approach with another aircraft taxiing across the landing runway at a tower controlled airport in VMC. ATC directed the air carrier crew to go around when the other aircraft did not clear the runway, then returned for a safe landing.

Time / Day

Date : 202308

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

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 : Takeoff / Launch

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 830

Experience.Flight Crew.Last 90 Days : 160

ASRS Report Number.Accession Number : 2030139

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.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 40
Miss Distance.Vertical : 50
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was holding short of Runway XXR at the intersection of ZZZ in a Cessna 172, on a sunny afternoon in good weather and fair visibility. The Tower controller was working two frequencies, and we called holding short and requested a departure. The controller immediately cleared us for takeoff on [Runway] XXR, which my Private Pilot student read back correctly. We started moving across the hold short bars when another aircraft in the pattern, a Cessna 152, called "Aircraft Y on short final." I slammed on the brakes, and a few seconds later the Cessna crossed over the numbers directly in front of me at approximately 40 feet in front of my nose and 50 ft. AGL. At this point we were inside the Runway Safety Area (RSA) and about halfway past the hold short markings about to enter the landing surface. If I had not slammed on the brakes, the short final traffic had not called on frequency, and/or there had not been a displaced threshold a collision may have occurred. The geometry was such that I was not able to see the aircraft on short final before moving into the RSA. This was the nearest miss of my piloting career and was a result of the Tower controller clearing me for takeoff with another aircraft on short final.

Synopsis

Flight Instructor on a training flight with student were cleared for takeoff by the tower when another aircraft was on short final. This resulted in a near miss between these two aircraft.

Time / Day

Date : 202308

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 6

Light : Night

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Landing

Airspace.Class D : ZZZ

Person

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 : 237.1

Experience.Flight Crew.Last 90 Days : 8.7

Experience.Flight Crew.Type : 136.5

ASRS Report Number.Accession Number : 2030103

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Miss Distance.Horizontal : 300

Miss Distance.Vertical : 0

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Around XA30 local time, I was in Aircraft X doing full stop taxi-backs. Tower was closed by now and there were 4 aircraft total in the pattern for [Runway] XXL. I was in front of a Cirrus (Aircraft Z) who was doing a full stop, and behind the Cirrus was a Cessna 152 (Aircraft Y). On my third taxi-back I heard Aircraft Y announce right downwind for XXL and the Cirrus announce base, once I got to the hold short line at [Taxiway] 1 was ready to go I heard the Cirrus call final and I visually identified them on final. I decided to hold in position and since I had yet to hear Aircraft Y call base and I could not see anybody on base or final behind the Cirrus I figured I had time to takeoff after the Cirrus. As the Cirrus was touching down for their full stop I announced my intention to take the runway and re-enter the pattern at XA26. Having not heard a base or final call from Aircraft Y and still not having any visual on them, I began moving and proceeded across the hold short markings, As I crossed them I checked final one more time and saw Aircraft Y rolling out on final from what appeared to be a relatively short approach (ADS-B data looks like around 1/3mi from the runway threshold). I immediately came to a stop halfway between the runway and the hold-short markings at [Taxiway] 1. I called on the radio and indicated my intention to just hold in position as I thought that by the time I had managed to get the plane turned around and out of the runway area (i.e. back behind the hold-short markings) Aircraft Y would already have gone past us. Once they had done their touch and go I then continued onto the runway and reentered the pattern without incident. After reviewing the ATC archive there was no base, final, or short final call made by Aircraft Y. The last call they had made was a right downwind call. The severity of this incident was that there were two aircraft in the critical area of Runway XXL and when they passed me we were probably separated 300 ft. horizontally and 0 ft. vertically. The only thing that prevented a go-around or even potentially a collision was that I was trained to check final multiple times when entering a runway. What I could have done better: I could have been more cautious about taking the runway since I knew that Aircraft Y should probably have been coming around to land quite soon and I was expecting to hear them. I should have announced that I was entering Runway XXL again when I began moving, rather than just indicating my intentions to enter after the Cirrus was clear of XXL. I should be more diligent about checking visually for aircraft on base. The placement of buildings between left base and my location at [Taxiway] 1 made it difficult to clearly see an aircraft if they

had just turned onto right base or were in the middle of the right downwind-base turn. I could have recognized that there were obstructions and just held my position until I had sight of Aircraft Y. I could have also called Aircraft Y and asked about their location. What Aircraft Y could have done better: they should make sure they make all necessary radio calls (crosswind, downwind, base, final, short-final).

Synopsis

Pilot flying C-172 aircraft entered the runway environment while another aircraft was on short final.

Time / Day

Date : 202308

Local Time Of Day : 0601-1200

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 : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Takeoff / Launch

Person : 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 : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 2029895

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Ground Personnel

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2029905

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Gate

Assessments

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

Narrative: 1

At approximately XA30, ZZZ ATC cleared us for takeoff runway XXC. During the takeoff we noticed an airport vehicle approaching the runway at a high speed. A few seconds later, when it became clear that the vehicle was not stopping, I decided to stop the takeoff. We rejected the takeoff around 100 knots. Just a moment after the takeoff was rejected, the airport vehicle entered the runway and subsequently stopped in the middle of the runway after ATC issued a stop, stop, stop command. After accomplishing our duties, we taxied back to the gate for maintenance to perform their inspections. No damage or injuries were reported. The local controller and airport vehicle may have had a lapse of concentration and some expectation bias from the airport vehicle that the runway was still closed. The local controller should ensure that all airport vehicles are aware of the status of an active runway. These events are happening to often for comfort. Kudos to my crew for their vigilance and professionalism for the safe outcome of this event.

Narrative: 2

At the time of pushback, XXR was the only runway open for departure. We were one of the first, if not the first departure of the day at XA20. As we were taxiing out, the ground controller said she just received a phone call that XXC had just opened and offered it to us. We accepted the change because we were closer to that runway. During our take off roll, just after the 80 kt call, we both noticed an airport vehicle traveling eastbound on what looked like taxiway 1 toward our runway. They did not stop, the red stop bar lights illuminated and we rejected takeoff at approximately 100kts. During the same time, the tower controller was yelling at the airport vehicle to stop and instructed us to cancel our takeoff clearance which we were already doing. Our gross weight was approximately 175k. We exited the runway at taxiway 2. After determining everyone in the cabin was ok and the airplane was safe to taxi, we taxied back to the gate for a maintenance inspection. We did not hear anything on the radio from the local controller about the vehicle or anything from the vehicle itself about crossing the runway. I do not know why the airport vehicle crossed our runway without a clearance, but I assume it's because they thought the runway was still closed and was free to cross at will. The local controller told us directly that they just opened XXC, but there was never an official announcement made to all vehicles that the runway was open.

Synopsis

Air carrier flight crew on take off roll reported an airport vehicle drove onto the runway. Flight crew rejected the takeoff.

Time / Day

Date : 202308

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3000

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

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 570

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 2027232

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Human Factors : Distraction

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

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 600
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

At roughly XA:55 my PA-28 was leaving the ramp from the FBO at (ZZZ) after getting gas. After making a call to state my intentions to taxi from the FBO to Runway XX I quietly hear a long final call for Runway XX, although wind favored XY "the adjacent runway" the traffic on long final gave me some form of assurance. (Pilots Note this was my first time ever at (ZZZ) I was unfamiliar and it was only used as a fuel stop so I had little briefing but when I diverted Center set me up for (Vis) XX. XX is also a longer and much more well kept runway so there were multiple layers of assurance that XX was going to be the only one used. When coming up to the intersection of XY/XZ I stopped looking and made a call over the radio saying my intentions to cross what I thought at the time was an inactive runway. This was further assured as I could see the traffic on final for XX(landing light). I will note my glacé when I looked down Runway XY it was aimed down looking mostly at the runways surface and adjacent taxi ways. (In my mind no one would be approaching for this detection) so I did look up but I made no note of aircraft on final. I then proceeded to cross the runway looking mostly to my right looking for the landing traffic on XX. It wasn't till I was about half way across XY when I noticed a PA-28 touch down at the end of the runway and quickly take off. I the moment I realized the aircraft was there, I quickly added full power and got off the runway as soon as I could. I cleared safely and didn't see the aircraft even take off. Our distant over 500 ft. at all times but it definitely shook me up. I stayed on the taxi for a couple minutes just assessing what happen about 45 seconds later the landing traffic on XX landed safely. But the aircraft the did a Touch and Go called calmly said did you see me. I said not until you touched down and I did hear you either. I apologized for the situation and the Pilot said it's okay and he departed to the south. This is my best recollection. I will say this was my fault but I think the use of two intersecting runways less than a minute apart is also worrisome. I may have missed a call but the Pilot never only asked if he could see not hear so there's a chance a call was never made.

Synopsis

PA-28 pilot reported a runway incursion and a conflict with an airplane on short final while taxiing to an intersecting runway. Reporter stated they thought the runway they were crossing was inactive and they did not see the landing traffic.

Time / Day

Date : 202308

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Trainee

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 173

Experience.Flight Crew.Last 90 Days : 55

Experience.Flight Crew.Type : 173

ASRS Report Number.Accession Number : 2026223

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

Events

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

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I was a student pilot preparing for my private helicopter rating at ZZZ airport, when this incident occurred. While at the south end of Runway XX at ZZZ, my instructor and I were preparing to engage in a maximum performance takeoff. While clearing the area for traffic, I looked on ForeFlight and saw that an aircraft was coming down the runway from behind us. I looked over my left shoulder and saw the airplane taking off from behind us on the same runway without yielding the right of way and without making a radio call on the CTAF. When airborne, the airplane went to its left and our left to go around us, then turned right over and in front of us before we began our maneuver. The pilot of Aircraft Y never announced or responded on the CTAF and proceeded on to ZZZ1 from ZZZ. My instructor spoke with a board member of the association who then spoke with the pilot. I was not a party to either conversation, but it was reported back that the pilot of Aircraft Y made a comment about his age and that it may have played a part in him not seeing us.

Synopsis

Helicopter pilot reported a near miss while preparing for takeoff as the other aircraft took off behind the reporter's aircraft without making any radio calls.

Time / Day

Date : 202307

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 5

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Aero Commander 695

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Piper Aircraft Corp Undifferentiated or Other Model

Operating Under FAR Part : Part 91

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3300

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 1220

ASRS Report Number.Accession Number : 2022593

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

After landing on Runway X, made radio call on UNICOM that we had cleared the runway. We were taxiing with bright landing lights and taxi lights, very brightly illuminated, and heard a low volume radio call on UNICOM we believed said the aircraft was 15 miles north and inbound. While taxiing we announced we would be crossing Runway XX-XY on the ground, heard no response, paused to make sure no one was using the runway, when a Piper went by in front of us, apparently taking off on Runway XX. We braked, separation was ~250 ft., the Piper took off successfully. We received no conflict warning on our ADS-B Traffic screen, which was displayed on a MFD (Multifunction Flight Display). While a non-event, a few seconds difference in timing could have resulted in a collision. In retrospect there was a conversation going on in our aircraft that may have interfered with our understanding of the radio call, and the call was very low volume and brief. We also expected activity would be on the runway we had just used (X), and were not expecting a departure on XX. Finally, we are now modifying our behavior to keep a sterile cockpit when a taxi route might possible involve a runway crossing.

Synopsis

Pilot crossing a runway at a non-towered airport reported a near collision with another aircraft taking off on the same runway.

Time / Day

Date : 202307

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : CDW.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3500

Aircraft : 1

Reference : X

ATC / Advisory.Tower : CDW

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : CDW

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class D : CDW

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 850

Experience.Flight Crew.Last 90 Days : 70

Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 2022586

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was doing an instructional flight in Aircraft X. I was holding short Runway 4 full length, and after doing my engine runup, I called the Tower to request a takeoff clearance for a VFR northern departure. Tower cleared me to takeoff on Runway 4 and read back the instructions for the same. I lined up on the centerline with Runway 4, and as I was about to add full power, I saw/heard another aircraft fly over me and then eventually land on Runway 4. I held my position on the runway and called Tower informing them about the situation. The tower then cleared me to take off Runway 4. The takeoff and rest of the flight was uneventful. I remember clearing the final before I entered the runway, but due to trees and possibly the cloud coverage, I didn't see the oncoming aircraft on final. Corrective action: I will be more careful moving forward with clearing my final and also try to listen to the tower conversations with other traffic before I make my call for a take off request.

Synopsis

GA Instructor with student reported a conflict event when they entered Runway 4 at CDW with an aircraft on final to the same runway.

Time / Day

Date : 202307

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.Tower : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Small 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 : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Widebody, Low Wing, 4 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight / Delivery

Person : 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) : 10

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

ASRS Report Number.Accession Number : 2019514

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Distraction

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Person : 2

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) : 8
ASRS Report Number.Accession Number : 2019517
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Confusion
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Ground Equipment Issue
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : Taxi

Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Weather
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

I was working Ground Control 1 and Ground Control 3 combined at the time of the event. Aircraft X called me on the south route, en route to Company aviation. I instructed Aircraft X to turn right on taxiway 1 and taxi via [Taxiway] 1, [Taxiway] 2 onto [Taxiway] 3 and hold short of [Taxiway] 4. Aircraft X read back the instructions correctly. I went on to talk to other aircraft and take flight strips to the north Ground Controller. I continued to taxi aircraft out and update data tags on the ASDE-X that keep dropping off. Local 1 was departing Aircraft Y at the time. After Aircraft Y rotated, the local team and I observed Aircraft X data tag reappear on taxiway in between Runway XXL and Runway XXR. I instructed Aircraft X to hold position and contact Tower. At no time did I observe a data tag crossing the runway and no safety logic alarm went off. The ASDE-X has been dropping data tags and does not show primary targets. This has been an issue since about Day 0. A lot of extra time is spent re-typing in call signs and gate numbers of aircraft after they drop off. The weather here in the summer months produce foggy conditions and at times, the runway exits are obscured. Aircraft X is a smaller white jet that can blend into the foggy background at the departure end. The ASDE-X is a vital piece of safety equipment that needs to be working fully, 100% of the time.

Narrative: 2

Aircraft X had landed the north complex Runway YYR and was taxiing to parking with Ground Control 1. I had put Aircraft Y into position and had coordinated a south flow departure. I was doing my final scan of the runway and the ASDE-X as I was issuing the take-off clearance with the new departure instructions. Aircraft Y started the take-off roll. I

then crossed Aircraft Z at taxiway and Aircraft A at another taxiway after the departure had gone past the respective taxiways. I then talked to Aircraft B exiting the runway and had them hold short. At this time, Local Controller 2 coordinated with me for 2 crossovers aircraft which were approved. I looked for the departure to verify the turn, but could not see the aircraft due to the cloud layer. I then looked at the radar to reissue the turn and confirm. That is when I noticed Aircraft X tag appeared on the taxiway in between Runway XXR/L. I looked out and confirmed visually that there was now an aircraft at that location. The Aircraft X was painted white and being a small aircraft a mile away from the Tower, it did blend in with the white cloud layer at the west end of the airport. Looking back on the replay, Aircraft Y had been cleared for take-off when Aircraft X was still on taxiway. Aircraft X was on Ground Control 1 frequency the entire time. The instructions for Aircraft X were "taxi 1-2-3 hold short of 4". Aircraft X tag had dropped off of the ASDE-X due to it being in limited multilateration (MLAT) mode. It was not the only tag that had dropped as I had multiple tags also drop off throughout the day. Because the Aircraft X tag had dropped off, the ASDE-X did not alarm. According to replay, Aircraft Y was passing taxiway when Aircraft X had entered Runway XXR. Aircraft X had vacated the Runway XXR when Aircraft Y had passed [Taxiway] 1. The ASDE-X has been in the limited MLAT mode since at least Day 0 waiting to be fixed this entire time with still no fix date set. The ASDE-X never should be out of service for this long even in limited mode. All GA and Cargo aircraft should land on Runway XXL. This will eliminate 3 runway's that they have to cross when the land on the north side Runway YXR.

Synopsis

A Tower Local Controller and Ground Controller reported an aircraft taxied across a runway without a clearance the same time as another aircraft was departing.

Time / Day

Date : 202307

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dawn

Ceiling.Single Value : 12000

Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : SR20

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use.Other

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Other

Experience.Flight Crew.Total : 1646

Experience.Flight Crew.Last 90 Days : 172

ASRS Report Number.Accession Number : 2019190

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While Departing Runway XX at ZZZ, a Gray truck Crossed Runway XY/XX while driving down runway X/XZ with no radio call. Causing a early rotation to avoid conflict with the ground vehicle.

Synopsis

SR-20 Flight Instructor reported a near ground collision with a truck while on takeoff roll at a non-towered airport. Reportedly, the truck crossed the runway without communications resulting in an early rotation to avoid a collision.

Time / Day

Date : 202307

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : BNA.Tower

State Reference : TN

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BNA

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

Crew Size.Number Of Crew : 1

Flight Plan : IFR

Flight Phase : Landing

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : BNA

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class C : BNA

Person

Location Of Person.Facility : BNA.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 2017436

Human Factors : Communication Breakdown

Human Factors : Confusion

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

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

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft X was rolling out after landing Runway 20L. He came to a complete stop on the runway next to two "access roads" that many aircraft continually confuse with taxiways. This caused Aircraft Y to have to go around since Aircraft X came to a complete stop and had another 2000 ft. + to go before he came to an actual taxiway. This is not the first instance that this has happened. Numerous aircraft confuse these access roads with taxiways ever since the airport re-did the runways and put in these roads. I have seen it at least 10-15 times since they put in these roads. They need to have updated markings, painted a different color, something that can be easily identified to pilots that they are not taxiways.

Synopsis

BNA Tower Controller reported an aircraft stopped on the runway after confusing two unmarked access roads for possible taxiways causing another aircraft on final approach to go around. The Controller stated this is a common occurrence with these unmarked access roads.