

**ASRS Database Report Set**

**Rotary Wing Aircraft Flight Crew Reports**

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Report Set Description.....A sampling of reports from flight crew of rotary wing aircraft.

Update Number .....35

Date of Update .....March 30, 2022

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

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



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 blue ink, appearing to read "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: 1854840 *(1 of 50)*

### Synopsis

DA40 instructor pilot reported directing the student to climb to avoid a helicopter that was cleared by Tower into the traffic pattern at the same altitude.

ACN: 1854773 *(2 of 50)*

### Synopsis

GA student pilot reported an NMAC with a helicopter in the traffic pattern at a non-towered airport while on takeoff.

ACN: 1852567 *(3 of 50)*

### Synopsis

PC12 Captain reported a critical ground conflict during landing rollout with a departing helicopter on intersecting runway. Both aircraft had received appropriate ATC clearances. Captain suggested a LAHSO clearance would have prevented loss of aircraft separation.

ACN: 1851499 *(4 of 50)*

### Synopsis

Helicopter pilot reported an NMAC while turning onto final approach, which led the pilot to take evasive action and land on a parallel taxiway. Pilot stated that the Tower Controller had not advised of the conflicting aircraft.

ACN: 1850691 *(5 of 50)*

### Synopsis

Aircraft Inspector reported that an Aircraft Repair Station did not properly update maintenance inspection records for an aircraft that was subsequently dispatched into revenue service.

ACN: 1845815 *(6 of 50)*

### Synopsis

UAS pilot reported they had a near miss with a military helicopter during a training flight and took evasive action.

ACN: 1845810 *(7 of 50)*

### Synopsis

Helicopter flight crew had a near miss with a UAS while on an ILS approach and notified ATC.

ACN: 1844662 *(8 of 50)*

### Synopsis

GA pilot reported an NMAC with a helicopter during initial climb from AUN airport. Pilot stated they checked for traffic before departing but did not see the helicopter.

ACN: 1842271 *(9 of 50)*

### Synopsis

UAS pilots had a near miss with a helicopter on climb out and took evasive action.

ACN: 1841860 *(10 of 50)*

### Synopsis

Air ambulance helicopter pilot reported that prior to engine start and while waiting to depart the hospital helipad, a critical ground conflict occurred when another helicopter attempted to land at the same location. The pilot eventually aborted the approach and entered holding. The reporter cited as contributing that dispatch had not notified the crew on the ground of the inbound helicopter

ACN: 1840314 *(11 of 50)*

### Synopsis

A TRACON Supervisor reported an aircraft declared a NMAC with traffic the reporter had vectored off the final approach course.

ACN: 1840188 *(12 of 50)*

## Synopsis

C560 Captain reported a TCAS RA with a helicopter while on approach. Captain further stated that ATC failed to provide traffic separation.

ACN: 1839623 *(13 of 50)*

## Synopsis

Helicopter Pilot reported a NMAC with an opposite direction aircraft at a non-towered airport. The opposite direction aircraft did not take any evasive action and did not announce, on CTAF, its intentions or position.

ACN: 1838266 *(14 of 50)*

## Synopsis

CRJ-900 Captain reported a NMAC with a helicopter during approach and while flying the missed approach a track deviation occurred.

ACN: 1835706 *(15 of 50)*

## Synopsis

R44 pilot reported taking evasive action to avoid another helicopter and after landing, the other pilot refused to communicate to the reporting pilot and was inaccurate with their statements to officials.

ACN: 1835176 *(16 of 50)*

## Synopsis

Pilot reported a NMAC with a helicopter.

ACN: 1831215 *(17 of 50)*

## Synopsis

Pilot flying on approach to land reports traffic warning due to a military helicopter over airport who was not making radio calls.

ACN: 1828981 *(18 of 50)*

## Synopsis

Helicopter pilot reported performing an autorotation to a landing after losing hydraulic assistance of the flight controls.

ACN: 1825642 *(19 of 50)*

## Synopsis

Aspen Tower Controller reported a problem with a helicopter and traffic departing Aspen.

ACN: 1825588 *(20 of 50)*

## Synopsis

UAS pilot was flying at night and had an airborne conflict with a helicopter.

ACN: 1824679 *(21 of 50)*

## Synopsis

Helicopter pilot reported experiencing a lost GPS signal in the same area on different days.

ACN: 1824624 *(22 of 50)*

## Synopsis

Helicopter pilot reported taking evasive action during an NMAC event.

ACN: 1824225 *(23 of 50)*

## Synopsis

Search and rescue helicopter had a near miss with a UAS.

ACN: 1823676 *(24 of 50)*

## Synopsis

Visual Observer witnessed a near miss between a UAS and a helicopter.



ACN: 1823392 *(25 of 50)*

### Synopsis

UAS flight crew operating at an uncontrolled airport had a near miss with a helicopter.

ACN: 1822808 *(26 of 50)*

### Synopsis

R-22 Instructor reported an NMAC event during landing pattern training. R-22 executed an evasive maneuver to prevent a collision with a solo student on parallel runway.

ACN: 1821744 *(27 of 50)*

### Synopsis

GA instructor pilot reported a Near Mid Air Collision with a helicopter and took evasive action to avoid it.

ACN: 1818631 *(28 of 50)*

### Synopsis

Flight Instructor reported mistakenly taking off without clearance which led to an NMAC event with another aircraft taking off.

ACN: 1817354 *(29 of 50)*

### Synopsis

S-58T pilot reported a diversion after decreasing engine torque on #2 engine. After a manual restart and ferry flight to a maintenance base, borescope of the affected engine found major damage to the internal components of the affected engine.

ACN: 1816636 *(30 of 50)*

### Synopsis

Pilot reported misidentifying an aircraft while on approach to landing and caused another aircraft to take evasive action to avoid a mid air collision.

ACN: 1816010 *(31 of 50)*

### Synopsis

A Tower Controller reported they confused call signs and locations of helicopters arriving and departing which resulted in their instructions causing a NMAC between one of the helicopters and a departing fixed wing aircraft.

ACN: 1815943 *(32 of 50)*

### Synopsis

Helicopter pilot on final approach into Class D airport took evasive action to avoid a collision with a UAS. The pilot notified ATC.

ACN: 1813633 *(33 of 50)*

### Synopsis

Air Carrier flight crew reported they responded to a TCAS/RA for a VFR helicopter by descending then were advised by ATC they were flying below the Minimum Vectoring Altitude.

ACN: 1811045 *(34 of 50)*

### Synopsis

Air carrier flight crew on short final to LAS reported a go-around due to a TCAS/RA Alert for a VFR helicopter.

ACN: 1810322 *(35 of 50)*

### Synopsis

Robinson R-44 pilot reported an NMAC event with a non-ADS-B-equipped helicopter.

ACN: 1810049 *(36 of 50)*

### Synopsis

Pilot reported a near collision during departure after they announced their intentions on the wrong frequency. The Tower was closed at the time of the event.

ACN: 1809820 *(37 of 50)*

### Synopsis

Center Controller reported renegeing on a handoff for a helicopter that was off the filed airway, below the MEA, and the minimum IFR altitude.

ACN: 1808954 *(38 of 50)*

### Synopsis

Helicopter pilot reported a NMAC near a Class C airspace.

ACN: 1807828 *(39 of 50)*

### Synopsis

Helicopter Instructor reported a runway incursion occurred when the student air taxied across the runway while traffic was waiting to take off. Instructor stated they did not realize the student's requests to ATC for crossing were blocked both times.

ACN: 1806271 *(40 of 50)*

### Synopsis

Air Carrier flight crew reported TCAS Alert on approach to MSP airport.

ACN: 1805237 *(41 of 50)*

### Synopsis

Pilatus Single Pilot reported coming close to 5 helicopters that were landing/taxiing while taxiing out for departure.

ACN: 1803841 *(42 of 50)*

### Synopsis

An Air Ambulance Helicopter pilot reported that their helicopters have been flying without current revisions to the Rotorcraft Flight Manual which had not been received by the company. The reporter stated revisions used to be available through software tools which are no longer available to pilots or maintenance technicians.

ACN: 1803071 *(43 of 50)*

### Synopsis

General Aviation Fixed Wing pilot report his parked aircraft was severely buffeted by rotor wash from landing helicopters.

ACN: 1803031 *(44 of 50)*

### Synopsis

A helicopter pilot departing a non towered airport reported a NMAC with an arriving aircraft.

ACN: 1802638 *(45 of 50)*

### Synopsis

EUG TRACON Controller reported an airborne conflict between an air carrier aircraft and a VFR helicopter. Controller suggested EUG should be a Class C airport requiring VFR aircraft to be in contact with ATC while crossing air carrier approach/departure paths.

ACN: 1802595 *(46 of 50)*

### Synopsis

Helicopter Single Pilot reported a near miss with a drone at 1,200 ft.

ACN: 1801234 *(47 of 50)*

### Synopsis

A departing Helicopter pilot reported they were initially assigned 2,000 feet then could not establish communications with ATC in a timely manner and ATC advised them they flew below the Minimum Vectoring Altitude.

ACN: 1800353 *(48 of 50)*

### Synopsis

GA flight instructor reported an NMAC during climbout while practicing touch and goes at SLN airport. Reporter stated the conflicting aircraft was never pointed out by ATC requiring a level-off evasive maneuver from the student.

ACN: 1799095 *(49 of 50)*

### Synopsis

Cessna 350 pilot reported taking evasive action after takeoff due to a helicopter executing a simultaneous takeoff from the opposite end of the runway.

ACN: 1798831 *(50 of 50)*

### Synopsis

Pilot reported after discovering a serious engine oil leak, he was directed to fly to another airport so it could be fixed, instead of getting a ferry permit.

# **Report Narratives**

## Time / Day

Date : 202110

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.MSL.Single Value : 1400

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Route In Use : Direct

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Airspace.Class E : 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 : Commercial

Experience.Flight Crew.Total : 1040

Experience.Flight Crew.Last 90 Days : 211.5  
Experience.Flight Crew.Type : 287  
ASRS Report Number.Accession Number : 1854840  
Human Factors : Situational Awareness

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Automation : Aircraft Other Automation  
Detector.Person : Air Traffic Control  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 200  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

While the aircraft (DA40) was in the right downwind (RWY XX) performing pattern operations, a helo was cleared by Tower to enter the ramp from a cardinal direction. From the DA40's TIS, the instructor realized that both aircraft were on a converging course and altitude (TPA of 1,100). The instructor instructed the student to climb 300 ft while taking account of Class C airspace, which starts at 1,600 [feet]. The instructor and student did not see the helo from the aircraft, only on the TIS. The helo flew directly underneath the DA40. ATC did not announce potential conflict. Near miss was avoided due to TIS and mental situational awareness.

## Synopsis

DA40 instructor pilot reported directing the student to climb to avoid a helicopter that was cleared by Tower into the traffic pattern at the same altitude.



## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 18000

RVR.Single Value : 6000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Corporate

Make Model Name : Cheetah, Tiger, Traveler AA5 Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 309

Experience.Flight Crew.Last 90 Days : 17

Experience.Flight Crew.Type : 18

ASRS Report Number.Accession Number : 1854773

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Time Pressure

Human Factors : Other / Unknown

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

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Vertical : 300  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

I was practicing landings in Aircraft X [and] completed 6 with Flight Instructor and did 2 solo landings. ZZZ is an uncontrolled airport, fairly busy, and there was a lot of radio traffic. During the time I was flying left-hand patterns, there was a helicopter practicing landings in a right-hand pattern and was turning base over the numbers which made him very difficult to see. Also, I did not hear a radio call from the helicopter for his base turn or his turn to final. I don't know if the pilot didn't make the radio call or if he was covered by other radio transmissions. My instructor pilot confirmed that he did not hear the call either. Once I rotated on takeoff I heard "he's 300 ft. above" but that was the only part of the call I heard. It's my understanding that the helicopter may - and I emphasize may, because I did not see him - aborted his landing and executed a right crosswind turn. I may have been on takeoff while the helicopter was on final and/or landing but I believe I was ahead of him as I did not see any traffic on takeoff.

## Synopsis

GA student pilot reported an NMAC with a helicopter in the traffic pattern at a non-towered airport while on takeoff.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 200

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : PC-12

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Plan : None

Flight Phase : Takeoff / Launch

Airspace.Class D : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1852567

Human Factors : Communication Breakdown

Human Factors : Distraction

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 : FAR  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Overcame Equipment Problem  
Result.Aircraft : Equipment Problem Dissipated

## Assessments

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

## Narrative: 1

After being cleared to land on Runway XX at ZZZ, we were advised of a Helicopter to our south. We notified Tower that we had the Helicopter in sight, and they advised us that they would be landing on runway YY (an intersecting runway). Tower instructed the Helicopter to "remain south of runway XX at all times", to which the Helicopter crew responded that they would comply. We were assigned number 1 to the field, and subsequently landed ahead of the Helicopter. As we were rolling down runway XX, headed for taxiway Foxtrot (our ATC assigned clearing taxiway), the Helicopter landed on runway YY. Shortly before they had touched down, tower had cleared them "for the option", and once they had landed, I noticed that they were rolling, but not slowing down. It became clear that they were accelerating for takeoff, and we were approaching the intersection of XX and YY. I told my FO to slow down, so that we would not cross their runway. The Helicopter lifted off of runway YY only a couple hundred feet from the intersection of runway XX, and nearly immediately began a left turn and told tower that they would "join left traffic". At the point at which they lifted off, we were only maybe 100 feet from the intersection of the runways. This was very nearly a runway incursion. Tower and the Helicopter crew both seemed unfazed, which could be due to the National Guard being based there, so operations like this are common place for them. However, for a third party that is unfamiliar with this, it was rather disconcerting. We continued to the FBO ramp without further incident, and I did not make a big deal of the issue by getting the tower phone number, but in hindsight, it may have been a good idea to have done so, so that I could get a grasp on the situation from tower's perspective and ask some questions to better my own understanding. My suggestion to help avoid issues such as this in the future is to possibly create a presentation for crews to have a better understanding of the intermingling of rotorcraft and fixed wing aircraft. We have numerous presentations stashed throughout our various training locations on far less important topics, so I think a presentation on phraseology and operations associated with rotorcraft, versus what we are used to with fixed wing, would be a phenomenal addition to our training platform. I have no idea if "remain south of XX runway at all times", prior to a "cleared for the option" clearance, essentially holds the same weight as a Land and Hold Short (LAHSO) clearance, when it comes to rotorcraft. I assume it does not, but I could be wrong. I also don't know who should have been issued a LAHSO clearance in this case, if it was necessary; I assume the Helicopter since they were number 2 to the field, but once again, I have no idea. Personally, I think a lot of the fault falls on tower for not clearly providing instruction to both us and the Helicopter crew. And in the interest of transparency, I genuinely don't know if anything that took place was actually improper or a violation of any regulations. If we were to create a presentation, perhaps a dive into the FARs associated with rotorcraft, as well as information provided by helicopter pilot(s) and air traffic controllers, specifically those from a tower environment, would be immensely valuable to our operations. I know

this situation is fairly rare, and was comprised of numerous layers leading to this outcome, but to simply improve the understanding and expectations of our crews when intermingling with rotorcraft, in and around the traffic pattern, could be priceless.

## Synopsis

PC12 Captain reported a critical ground conflict during landing rollout with a departing helicopter on intersecting runway. Both aircraft had received appropriate ATC clearances. Captain suggested a LAHSO clearance would have prevented loss of aircraft separation.

## Time / Day

Date : 202110

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 50

## Environment

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Passenger

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class D : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2300

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 2300

ASRS Report Number.Accession Number : 1851499

Human Factors : Communication Breakdown

Human Factors : Time Pressure

Human Factors : Training / Qualification

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

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 30  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

During approach to final, I took evasive action to avoid a collision with an airplane. We were both cleared to land on the runway and approached from different angles, different altitudes, and different speeds at the same time. I landed on the parallel taxiway to avoid a collision causing a taxiway incursion. The issue began as I approached the airport from downwind to final and became critical in the last moments of my final approach to land. I was approaching the airport at the end of a tour and part of our pre-determined routes take us over ZZZ1, about 1 mile directly off of the departure of Runway XX and about 1.5 miles north of the airport. Typically, with north flow, we pass ZZZ1 and make a gentle turn to the left and intercept the downwind leg. The controller had instructed me to enter the downwind leg parallel [to] Runway XX and cleared me to land the same. As I approached ZZZ1 from the north, the controller asked me if I knew which runway I was to use. I replied to the affirmative and repeated the landing instructions as he gave them to me, "Right downwind for Runway XX, cleared to land." He replied that it looked like I was making my approach to Runway XY. I reassured him I was a mile north of the centerline and clear of the departure end. He reminded me I was to enter the right downwind for Runway XX; by now, I was firmly established on an unmistakable downwind. I descended and began my base turn, then the base to final leg, which would have put me right on the runway as instructed. As I began to pass over the parallel taxiway and descend to the runway, I saw an airplane passing over the threshold to my left. At this point I knew that if I continued the approach, I would be hit from behind by the airplane. I visually cleared Taxiway XX, parallel [to] Runway XX, [and] saw that it was clear all the way down to the fuel pumps at the opposite end of the airport. There were no aircraft taxiing from the ramp on my right to the taxiway, and there were no aircraft taxiing off of the runway to my left. Given the aggressive maneuver and attitude of my aircraft, my speed, my altitude, and the current gusting wind conditions, I determined that the taxiway was my best option with regard to safety. I committed to and continued my approach to the taxiway; helicopters landing and departing from this taxiway is a normal and regular occurrence. While doing so, I immediately called the Tower over the radio and asked him to confirm

my landing clearance, "Could you verify, was I cleared to land on Runway XX or Taxiway XX parallel Runway XX?". He told me once again, he cleared me to land on the runway and from his tone I could tell he was angry at me and demanded to know why I made the approach to the taxiway. I told him, "Because there is an airplane on the runway, we would have collided." He and I had some back-and-forth over the radio before he instructed me to call the Tower when I landed, which I had already intended to do. Then, he cleared me to land on the taxiway after I was already in a 4-ft. hover over the taxiway. After landing and securing my aircraft, I called the Tower. He was obviously angry at the situation and demanded to know why I went to the taxiway. I told him I didn't have another option; it was the safest place for me to go given my current flight condition. He told me I was supposed to pass behind the airplane and then land on the runway. I told him until I visually saw the airplane over the runway, I had no idea it was there. I asked him why I didn't get a traffic advisory, why didn't he tell me I was number two for the runway, why didn't he inform me there was another airplane that close to me going to the same place I was going at the same time. I don't recall what he told me next but I believe it was something else implying I was in the wrong. It was outrageous enough to anger me and remind him that I am the pilot in command of my aircraft and I am responsible for the safety of myself, my passengers, my aircraft, and my surroundings; I do not have the luxury of a computer screen that tells me where other traffic is in relation to me in my aircraft - that is his job. He told me he "didn't have time for this" and hung up on me. I noted that there was not a lot of chatter on the radio at the time of the incursion and afterwards. I believe one fixed-wing student pilot and instructor in the pattern, one Cessna taxiing to park on the other side of the airport, and myself. This controller is relatively new to the airspace although he had worked it several years ago, up until Date if I remember correctly. He does not seem to be aware of our pre-determined tour routes as he should be, certainly by now. He has a habit of issuing me a landing clearance while I am outside the airspace, and at the last moment when I am already established and committed to that landing area, diverting me to another. For example, he will clear me to land on the runway and then move me to the taxiway as I am on short final. Making that transition, even as gently as possible, makes some of my passengers - most of whom have never been in a helicopter - very anxious. There is very little consistency with him whereas with every other controller, I know exactly what to expect and how to work cohesively with them. Furthermore, he seems to be easily angered or frustrated and will take a less-than-professional tone with the offending pilot or aircraft for the remainder of the day. This has caused a lot of problems with new students who are just learning to talk on the radio or are still developing confidence in their radio abilities. In the past I have tried to schedule students who are new to radio operations around his schedule so they do not have to deal with him.

## Synopsis

Helicopter pilot reported an NMAC while turning onto final approach, which led the pilot to take evasive action and land on a parallel taxiway. Pilot stated that the Tower Controller had not advised of the conflicting aircraft.



## Time / Day

Date : 202110

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Mission : Passenger

Flight Phase : Parked

Maintenance Status.Maintenance Deferred : N

Maintenance Status.Records Complete : N

Maintenance Status.Released For Service : Y

Maintenance Status.Maintenance Items Involved : Work Cards

Maintenance Status.Maintenance Items Involved : Inspection

## Person

Location Of Person : Company

Reporter Organization : Air Taxi

Function.Maintenance : Inspector

Qualification.Maintenance : Inspection Authority

Experience.Maintenance.Inspector : 30

ASRS Report Number.Accession Number : 1850691

Human Factors : Time Pressure

## Events

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Maintenance

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Human Factors

Primary Problem : Company Policy

## Narrative: 1

A part 135 rotorcraft was involved in a ground event involving a main rotor overspeed. The aircraft was removed from service pending the airframe and engine manufacturers recommended inspections. During the time period it was found that another rotorcraft was

overdue an airframe inspection and also was removed from service. Management had a job scheduled with the second aircraft and decided to remove all the current rotating components, including engine, MR (Main Rotor) blades, gearboxes, etc and install them on the rotorcraft that had the overspeed event. The components were transferred, airframe inspections were completed, ground and flight checks were completed. A log entry was generated with a list of discrepancies and compliances from a work order. The aircraft was dispatched for the job. The rotating components and other items have definite hourly service life and component limits recorded on individual component cards. These component cards were not completed and no record of remaining service life intervals were posted to the dispatched rotorcraft. There also was no current airframe, accessory and engine AD (Airworthiness Directive) record posted in the company's tracking program for the aircraft that experienced the overspeed. Since it is a part 135 aircraft, these intervals are required by CFR pt 135.439 and are currently not complete. In researching prior record entries by prior Maintenance, it was found that no research was completed and the currently available records in the company's tracking software did not reflect the current aircraft configuration. Initially the aircraft was returned to service and was being operated without documented component/inspection records per the manufacturers inspection/life limit requirements in order to complete the production job. However, the records are now in research and being updated.

## Synopsis

Aircraft Inspector reported that a Aircraft Repair Station did not properly update maintenance inspection records for an aircraft that was subsequently dispatched into revenue service.

## Time / Day

Date : 202110

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : RBM.Airport

State Reference : AR

Relative Position.Distance.Nautical Miles : 6

Altitude.AGL.Single Value : 120

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

## Aircraft : 1

Reference : X

Aircraft Operator : Recreational / Hobbyist (UAS)

Make Model Name : DJI Air 2S

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Route In Use : None

Operating Under Waivers / Exemptions / Authorizations (UAS) : N

Weight Category (UAS) : Small

Configuration (UAS) : Multi-Rotor

Flight Operated As (UAS) : VLOS

Flight Operated with Visual Observer (UAS) : N

Control Mode (UAS) : Manual Control

Flying In / Near / Over (UAS) : Private Property

Type (UAS) : Purchased

Number of UAS Being Controlled (UAS).Number of UAS : 1

## Aircraft : 2

Reference : Y

Aircraft Operator : Military

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

Flight Phase : Cruise

## Person

Location Of Person : Outdoor / Field Station (UAS)

Reporter Organization : Recreational / Hobbyist (UAS)

Function.Flight Crew : Remote PIC (UAS)

Function.Flight Crew : Person Manipulating Controls (UAS)

Qualification.Other

ASRS Report Number.Accession Number : 1845815

Human Factors : Situational Awareness  
Analyst Callback : Completed

## Events

Anomaly.Conflict : NMAC  
Detector.Automation : Collision Avoidance System (UAS)  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 300  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was flying legally at 120 ft. above the tree tops outside of Class C when two alerts popped up on my screen saying that aircraft were approaching at the same altitude. I quickly turned the UAS around and spotted a Blackhawk at 500 ft. which went to my east based on the way I was facing. The other I spotted at the same altitude approaching fast. I was headed to my landing spot but would have had to climb to around 300 ft. due to terrain even though the drone was in visual line of sight the whole time. I made the decision that this was an emergency and it was safer to try and put the drone as close to the tree tops without crashing and hope that they didn't lose altitude. The UH-71 flew directly over my drone with maybe 250 ft. separating my drone. I caught all of this on 4K recording which I have saved for evidence if there is ever any question. The UH-71 should have been able to easily spot my drone and take action to avoid the possible collision. I was prepared to crash my drone into the trees if needed but that could have caused a forest fire which would have put the nearby homes and residents at risk. My drone is registered and I hold a trust certificate. I run nav lights visible for 3nm and checked NOTAMs, Weather and logged my location.

## Callback: 1

No additional information to note.

## Synopsis

UAS pilot reported they had a near miss with a military helicopter during a training flight and took evasive action.

## Time / Day

Date : 202110

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ESN.Airport

State Reference : MD

Relative Position.Distance.Nautical Miles : 2

Altitude.AGL.Single Value : 450

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ESN

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Airspace.Class D : ESN

## Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Airspace.Class D : ESN

Flying In / Near / Over (UAS) : Aircraft / UAS

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Military

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Rotorcraft

Experience.Flight Crew.Total : 1200

Experience.Flight Crew.Last 90 Days : 45

Experience.Flight Crew.Type : 860

ASRS Report Number.Accession Number : 1845810

Human Factors : Training / Qualification

Human Factors : Situational Awareness

Human Factors : Distraction

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Miss Distance.Vertical : 50

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Ambiguous

## Narrative: 1

While executing the ILS 04 into ESN on Date at approximately XA: 30, our crew witnessed a small drone pass over the helicopter (50 ft. above helicopter). Our helicopter was within 2 miles from the field at approximately 450 ft. when the drone passed 50 ft. over the helicopter. The drone was approximately 2-3 ft. wide and white/silver. It appeared to have 2 rotors, but may been a fixed-wing type. The drone was reported to ESN tower who notified all aircraft on the ILS 04 and operating at the airfield. The drone was not seen again.

## Synopsis

Helicopter flight crew had a near miss with a UAS while on an ILS approach and notified ATC.

## Time / Day

Date : 202109

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : AUN.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AUN

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 : AUN

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Airspace.Class G : AUN

## 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 : Commercial

Experience.Flight Crew.Total : 5400

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 4000

ASRS Report Number.Accession Number : 1844662

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

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

## Assessments

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

## Narrative: 1

Incident site is AUN. Two aircraft in pattern making extensive position reports, speaking in a fast clipped manner. Three other aircraft approaching airport making short, to the point initial reports. I am on run up pad for [Runway] 25 monitoring radio report. Hear someone say "base". I continue with my pre-takeoff check. Checklist completed, I check for traffic on base and final (base leg is partially obscured by a hill) and runway traffic. None. I broadcast my intentions and taxi from run up pad to limit lines at taxi way/runway junction heading easterly to check for traffic on base or final. None. Pull out onto and line up on runway; check for aircraft, animals etc., on runway. With a clear runway, I apply power and make a normal takeoff. Two thirds down and about 300 feet above the runway I start a left noise abatement turn and spot a helicopter perpendicular to the runway centerline exiting from the runway to the taxiway. I never saw the helicopter until then!

## Synopsis

GA pilot reported an NMAC with a helicopter during initial climb from AUN airport. Pilot stated they checked for traffic before departing but did not see the helicopter.



## Time / Day

Date : 202109

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 5

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

Aircraft Operator : Corporate

Make Model Name : Large UAS, Fixed Wing

Crew Size.Number Of Crew : 4

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class G : ZZZ

Operating Under Waivers / Exemptions / Authorizations (UAS) : Y

Weight Category (UAS) : Large

Configuration (UAS) : Fixed Wing

Flight Operated As (UAS) : BVLOS

Flight Operated with Visual Observer (UAS) : Y

Control Mode (UAS) : Manual Control

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

Number of UAS Being Controlled (UAS).Number of UAS : 1

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Flight Phase : Cruise

Airspace.Class G : ZZZ

## Person

Location Of Person : Indoor / Ground Control Station (UAS)

Reporter Organization : Corporate

Function.Flight Crew : Remote PIC (UAS)

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 4531  
Experience.Flight Crew.Last 90 Days : 9  
Experience.Flight Crew.Type : 2567  
ASRS Report Number.Accession Number : 1842271  
Human Factors : Time Pressure  
Human Factors : Workload  
Human Factors : Situational Awareness  
Analyst Callback : Attempted

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Detector.Person : Visual Observer (UAS)  
Detector.Person : UAS Crew  
Miss Distance.Horizontal : 150  
Miss Distance.Vertical : 0  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

We were conducting a training flight at ZZZ in Aircraft X large fixed wing UAS. All pre-departure activities were normal and uneventful. We took off from Runway XX. Our Visual Observer for the day was overhead in position for departure. We applied power and began a normal takeoff run and became airborne somewhere near the midfield point. About one minute after power application we were over the departure end of the runway (directly over the numbers for Runway XY) and had just reached approximately 300 ft. AGL. We were about to commence our right turn into the crosswind leg of the traffic pattern when I saw an aircraft, later identified as helicopter Aircraft Y, come into view from the left side of the HUD display. The aircraft appeared to be at our same altitude and on a collision course with us. I yelled out "Hard Right Turn" and the pilot at the controls immediately complied. It appeared full control input was not applied, so I told him full deflection turn, which he complied with. Almost immediately after ordering the hard right turn, we heard Visual Observer come on the radio and advised an "immediate right turn to the east" which we complied with. At this point we lost all sight of the helicopter and were completely reliant on Visual Observers for our situational awareness. After arriving at our easterly heading, Visual Observer advised to continue the turn to the south which we again complied with. During this turn I asked our Visual Observer if continuing the turn to the west would be advisable to avoid the helicopter and they said yes. We continued the right turn to heading of west. The helicopter continued east and I called for a climb to 6,500 ft. MSL to put some distance between the two aircraft. Shortly after we leveled off at 5,000 ft. MSL, Visual Observer advised that the helicopter had landed on the southeast corner of the [landmark]. This would have put them directly under our final approach to Runway XX at about 1.5 miles or so. We remained at this altitude for approximately 15 minutes when Visual Observer advised the helicopter had shut down on the ground and their rotors were no longer turning. We descended for the traffic pattern during which we noticed the visibility decreasing rapidly from smoke blowing into the area from local fires. I contacted

Visual Observer to see if they concurred with the observation which they did. They said the flight visibility was decreasing alarmingly fast so we decided to conduct a full stop and call it a day. The helicopter was transiting from south to north directly over the departure end of an active airport runway at approximately 300 ft. AGL with no radio communication whatsoever. Attempted to contact the helicopter with no response.

## Synopsis

UAS pilots had a near miss with a helicopter on climb out and took evasive action.

## Time / Day

Date : 202109

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 090

Relative Position.Distance.Nautical Miles : 2

Altitude.AGL.Single Value : 100

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Turbulence

Light : Night

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : MBB-BK 117 All Series

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Ambulance

Flight Phase : Parked

Route In Use : Visual Approach

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : EC135

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Ambulance

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 3500

Experience.Flight Crew.Last 90 Days : 100  
Experience.Flight Crew.Type : 3375  
ASRS Report Number.Accession Number : 1841860  
Human Factors : Communication Breakdown  
Human Factors : Time Pressure  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Ground Personnel

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 900  
Miss Distance.Vertical : 75  
When Detected : Pre-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was the PIC of the BK117, shutdown on top of the ZZZ helipad. I began my overnight shift at XA:00 that evening. After delivering a patient to the hospital, I was awaiting the medical crew's return from delivering the patient to the hospital. Two of the medical crew had returned to the helicopter to configure the medical equipment for the return flight to our home base of ZZZ1. As I was waiting for the crew to finish, I noticed an approaching helicopter from the southeast direction. It has been confirmed this helicopter is operated by Company X. I checked my company pilot phone to see if I had missed a call from our organic dispatch/communications (comm) center alerting me to an incoming Air Ambulance. This is common practice amongst the dispatch/communication centers of Air Ambulance companies in order to alert pilots of incoming aircraft in order to vacate the helipad and reposition to either an airborne holding area or to a ground holding area at ZZZ2. I did not have a missed call so I called [my company] comm center to inquire about the helicopter approaching and now in a downwind leg (south to north) to the helipad. [They] had no knowledge of the approaching helicopter. This is the first breakdown in the chain of events and the primary contributing factor. The Company X dispatch failed to alert [my] communications center of the inbound aircraft to the ZZZ Helipad. Additional contributing factor: a helipad camera exists at the hospital entrance doors adjacent to the helipad always focused on the helipad. Typically, ZZZ hospital Security personnel monitor the helipad camera when helicopters are inbound and/or shutdown on the helipad. Reportedly, the ZZZ Hospital Security team was not alerted to the inbound H135 Air Ambulance. During my phone call to [my company] comm center, the H135 continued it's approach from downwind to base leg and to final approach. It became quite apparent that the PIC did not see the helicopter shutdown on the pad. As the helicopter continued the approach, I began to quickly move from the helipad to the catwalk connecting the pad to the hospital and yelled at the two medical crew-members to get off the helipad. The H135 continued it's final approach for landing as the medical crew also quickly vacated the helipad. [My company] comm center phone calls are recorded, without exception for this phone call. The urgency in my voice alerting the medical crew can clearly be heard on the recording as I believed our safety was compromised. The H135 began a wave-off

maneuver at approximately 300 meters north of the helipad and 50-75 above helipad elevation (100 feet AGL). As the H135 continued its wave-off, the PIC side-stepped to the east to avoid low overflight of my shutdown helicopter on the helipad. The H135 PIC continued the wave-off over the adjacent hospital building and established an airborne holding area to the southeast. It is unknown if the H135 PIC was aided with Night Vision Goggles (NVGs) at this point in the evening. Official sunset had occurred at approximately XA: 15 that evening and end of evening civil or nautical twilight had not yet occurred. I also do not know the typical procedures for this specific PIC or operator concerning NVG practices flying into/out of metropolitan areas. In my experience, I remain aided when landing to metropolitan hospital helipads as an aid to identifying hazards that I may not be able to visually acquire unaided. An additional unknown element is whether or not ZZZ2 ATC tower advised the H135 PIC of the presence of a helicopter shutdown on the ZZZ Hospital helipad. In my experience, the ZZZ2 Tower frequently advises me if a helicopter is on the helipad after my initial Tower check-in. I do know, however, that there was communication between the H135 PIC and the ZZZ2 Tower at some point during the incident. Upon powering on my avionics during my start sequence, I overheard the H135 PIC communicating with the ZZZ2 Tower of my presence on the helipad. Finally, though this appears to be a communication breakdown in normal operating procedures, I believe this incident could have been avoided even with the multiple occurrences of communication breakdown if the helipad had Pilot Controlled Lighting (PCL) available for incoming Air Ambulance Helicopters. Currently, the lighting system is only controlled by a rheostat (timing only, not intensity) from inside the hospital on the helipad floor leading to the helipad.

## Synopsis

Air ambulance helicopter pilot reported that prior to engine start and while waiting to depart the hospital helipad, a critical ground conflict occurred when another helicopter attempted to land at the same location. The pilot eventually aborted the approach and entered holding. The reporter cited as contributing that dispatch had not notified the crew on the ground of the inbound helicopter

## Time / Day

Date : 202109

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : MOB.Tower

State Reference : AL

Altitude.MSL.Single Value : 1500

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : MOB

Aircraft Operator : Military

Make Model Name : Boeing Company Undifferentiated or Other Model

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase.Other

Airspace.Class C : MOB

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : MOB

Aircraft Operator : Military

Make Model Name : Beechcraft / Beech Aircraft Corp Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Final Approach

Route In Use.Other

Airspace.Class C : MOB

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : MOB

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class C : MOB

## Aircraft : 4

Reference : A

ATC / Advisory.Tower : MOB

Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Phase : Landing  
Airspace.Class C : MOB

## Person

Location Of Person.Aircraft : X  
Location Of Person.Facility : MOB.TRACON  
Reporter Organization : Government  
Function.Air Traffic Control : Approach  
Function.Air Traffic Control : Supervisor / CIC  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (mon) : 6  
ASRS Report Number.Accession Number : 1840314  
Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Distraction

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Aircraft X in left closed traffic to runway XX. I gave Aircraft X traffic to follow, an E145, on final. When he reported the traffic in sight, I told him to follow that traffic and additional traffic was Aircraft Y on a 7 mile final. I was watching helicopter traffic on runway XY. I looked at Aircraft X and realized the sequence was not going to work. I cancelled Aircraft X approach clearance and gave him a 050 heading to clear him of the traffic on final. Aircraft Y called local control stating they are having a near miss with Aircraft X off their nose. I informed Aircraft Y it was Aircraft X, that was on a 050 heading and will continue on it. I should have extended Aircraft X on the downwind to follow Aircraft Y.

## Synopsis

A TRACON Supervisor reported an aircraft declared a NMAC with traffic the reporter had vectored off the final approach course.



## Time / Day

Date : 202109

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Relative Position.Distance.Nautical Miles : 3  
Altitude.AGL.Single Value : 1000

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Corporate  
Make Model Name : Citation V/Ultra/Encore (C560)  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 135  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Final Approach  
Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y  
Make Model Name : Helicopter  
Flight Plan : VFR  
Airspace.Class D : ZZZ

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Corporate  
Function.Flight Crew : Captain  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 21500  
Experience.Flight Crew.Last 90 Days : 280  
Experience.Flight Crew.Type : 650  
ASRS Report Number.Accession Number : 1840188  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Human Factors : Human-Machine Interface  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 400  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

During RNAV XXL ZZZ we had a TCAS RA with an VFR Rotary traffic @ approximately 3 NM from touch down. ATC didn't provide separation between IFR and VFR traffic in control airspace.

## Synopsis

C560 Captain reported a TCAS RA with a helicopter while on approach. Captain further stated that ATC failed to provide traffic separation.

## Time / Day

Date : 202109

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator.Other

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Initial Climb

Airspace.Class G : ZZZ

## Aircraft : 3

Reference : Z

Aircraft Operator : FBO

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Airspace.Class G : ZZZ

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Pilot Not Flying  
Function.Flight Crew : Instructor  
Qualification.Air Traffic Control : Fully Certified  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Experience.Air Traffic Control.Military : 2  
Experience.Flight Crew.Total : 1500  
Experience.Flight Crew.Last 90 Days : 350  
Experience.Flight Crew.Type : 400  
ASRS Report Number.Accession Number : 1839623  
Human Factors : Communication Breakdown  
Human Factors : Confusion  
Human Factors : Time Pressure  
Human Factors : Workload  
Human Factors : Other / Unknown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 500  
Miss Distance.Vertical : 100  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

My student and I entered the pattern at ZZZ from the NE. Upon checking in we heard one other aircraft in the pattern doing touch and goes. My student was flying and I was coordinating with the other aircraft on the radio. As my student and I entered 45 degree to left base [Runway] XY we could not get a visual on the the other aircraft that was on final XY. I instructed my student to perform a left 270 for separation. When we rejoined left base XY and gained visual on the other aircraft which was now on the go [Runway] XY. We called final XY and chose to shoot the landing to XY at intersection 1. At 100 feet AGL I noticed a landing light slightly below our altitude coming from the opposite direction. I took immediate control of the aircraft and performed a descending left turn to avoid the oncoming aircraft. We landed on taxiway 2 just north of taxiway 3. I successfully hailed the plane departing Runway XZ which informed me they "had made an on the go call" and that they "had a visual on us the entire time". They made a call "departing to the Northwest" and that was their last call on frequency. At no point did the aircraft departing

RWY XZ take evasive actions. I contacted the CFI in the other plane that had performed the touch and go on Runway XY ahead of us and he confirmed he had not heard the aircraft departing XZ make any radio calls.

## Synopsis

Helicopter Pilot reported a NMAC with an opposite direction aircraft at a non-towered airport. The opposite direction aircraft did not take any evasive action and did not announce, on CTAF, its intentions or position.

## Time / Day

Date : 202109

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use.Localizer/Glideslope/ILS : ILS XX

Flight Phase : Initial Approach

Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Nav In Use : FMS Or FMC

Flight Phase : Initial Climb

Airspace.Class C : ZZZ

## 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

ASRS Report Number.Accession Number : 1838266

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Inflight Event / Encounter : Unstabilized Approach  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Miss Distance.Vertical : 300  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : FLC complied w / Automation / Advisory

## Assessments

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

## Narrative: 1

Two helicopters at least one was a Law Enforcement Department were in a pattern for RW XX at ZZZ. We were cleared for the ILS XY and were on final below 1,000 feet AGL (?). We got an RA with a climb warning from one of the helos that was climbing into us. I disconnected the auto pilot and started a climb. The VSI showed a climb requirement of over 4000 FPM. Somehow the helicopter avoided us and by the time I stopped the climb we were no longer in a stabilized approach. We elected to go around. After we went white needles/Nav mode I noticed that we were not turning for the published missed approach. I disconnected the A/P and started the turn. At the same time ATC told us to turn to heading 210. Afterwards we realized that because I did not hit the TOGA button the A/P did not capture the missed approach. I think we missed the helicopter by less than 300 feet. the second approach was without issues.

## Synopsis

CRJ-900 Captain reported a NMAC with a helicopter during approach and while flying the missed approach a track deviation occurred.

## Time / Day

Date : 202108

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 50

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Route In Use : None

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator : Corporate

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Airspace.Class E : 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 : 8300

Experience.Flight Crew.Last 90 Days : 185

Experience.Flight Crew.Type : 1300

ASRS Report Number.Accession Number : 1835706

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface



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

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 25  
Miss Distance.Vertical : 0  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

After a near miss from a single-pilot 135 operator, Company Helicopters, I went over to discuss the events that had just unfolded. The pilot refused to talk to me and get out of the aircraft. He later exited the aircraft and proceeded to lie to me, law enforcement, and the FAA.

## Synopsis

R44 pilot reported taking evasive action to avoid another helicopter and after landing, the other pilot refused to communicate to the reporting pilot and was inaccurate with their statements to officials.

## Time / Day

Date : 202108

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 229

Relative Position.Distance.Nautical Miles : 56

Altitude.AGL.Single Value : 500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 500

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class G : ZZZ1

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Airspace.Class G : ZZZ1

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 16700

Experience.Flight Crew.Last 90 Days : 300

Experience.Flight Crew.Type : 16000

ASRS Report Number.Accession Number : 1835176  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Human Factors : Confusion  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 100  
Miss Distance.Vertical : 0  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

The Heli Pilot was not talking on the radio, but had it on. I found out later in the day he was unsure where he was. He heard my radio calls but didn't know how to process them. Didn't understand N1ame & Name 2 Beach or where they were. I have T-CAS & ADS-B that are working perfectly, he didn't have transponder turned on & I'm not sure if he had ADS-B. My system would have warned me he was there. I was descending through 500 feet on base-leg 1/2 mile off shore to land on the Name 1 Beach to pick up clients. I checked the 3 planes on the Name 2 beach to my left to make sure they were not departing, then focused on my landing paying close attention to the two Bears sleeping on the beach and folks taking pictures, maneuvering around and beyond them. Then suddenly there was a Heli at my altitude 100 feet off my right wing. At the end of the day I have discussed this with Company that own the Heli & the Pilot. I believe it to be resolved.

## Synopsis

Pilot reported a NMAC with a helicopter.

## Time / Day

Date : 202108

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 500

## Environment

Flight Conditions : Marginal

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 600

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Passenger

Flight Phase : Final Approach

Route In Use : Visual Approach

Route In Use : Direct

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Military

Make Model Name : McDonnell Douglas Helicopter Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 9300

Experience.Flight Crew.Last 90 Days : 165

ASRS Report Number.Accession Number : 1831215

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

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Inflight Event / Encounter : Weather / Turbulence  
Detector.Automation : Aircraft Other Automation  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 500  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

During the approach to landing at ZZZ on runway XX, the TIS traffic warning on the GPS came on. I was at 500 ft and descending to the runway. I believed it to be an "echo" of my transponder, which sometimes happens, so I reset it and continued with the approach and landed (The conflicting traffic was showing +200 ft). An observer on the ground came into the terminal office and asked to see the pilot of the flight that had just landed. I introduced myself and he asked me if I had seen the helicopter over the airport. I explained that I could not see them as they were in the cloud layer and could not hear them, of course. I had made three position reports during my approach to the airport, but none were made by the military helicopter, which is not unusual. It is my estimation that the crew of the helicopter turned on their transponder to let me know of their presence as they saw me on their traffic awareness system. While it is not a common practice for the military to have their transponders on during operations, it would be invaluable for them to do so while on training missions that would get them close to civilian aircraft and airports.

## Synopsis

Pilot flying on approach to land reports traffic warning due to a military helicopter over airport who was not making radio calls.

## Time / Day

Date : 202107

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Relative Position.Angle.Radial : 030

Relative Position.Distance.Nautical Miles : 7

Altitude.MSL.Single Value : 1800

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 5000

## Aircraft

Reference : X

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Cruise

Route In Use : Visual Approach

## Component

Aircraft Component : Helicopter Gearbox Drive Shaft

Aircraft Reference : X

Problem : Failed

## Person

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 720

Experience.Flight Crew.Last 90 Days : 35

Experience.Flight Crew.Type : 270

ASRS Report Number.Accession Number : 1828981

## Events

Anomaly.Aircraft Equipment Problem : Critical

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

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Event / Encounter : Other / Unknown

Detector.Automation : Aircraft Other Automation

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Landed in Emergency Condition

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

I was piloting the helicopter. My [co-pilot] was in the co-pilot's seat and operating the FLIR system. We had already been in the air for approximately 35 minutes when we made our way to the area of [location X]. We made several orbits at 1800 ft MSL which were uneventful. When turning northbound on our last orbit, the LOW ROTOR RPM light and MASTER CAUTION light illuminated, the LOW ROTOR RPM horn began to sound, the SAJEM digital engine instrument panel lost functionality, and we lost all hydraulic assistance of the flight controls. The engine was still audible, but given I was unable to determine rotor RPM and didn't know if the engine was truly running at 100%, I decided to perform a power on auto-rotation. I began a downward, right-hand, controlled spiral to purposefully lose altitude and maneuver the helicopter away from the heavily populated areas of [location X]. I established a glidepath and trajectory with a football practice field that is located close to [location Y]. At approximately 500 feet MSL, my night vision goggles (NVGs) fogged over due to the abrupt change in temperature from the cool night air of 1,800 feet MSL to the humid and muggy air at 500 feet MSL. I was unable to see through my NVGs and was forced to rely on the peripheral vision of my right eye (I did not want to take my hands off of the controls to raise my NVGs) and my co-pilot who was telling me whether or not we were clear of obstacles. At or around 20 feet MSL, I began establishing the helicopter for a RUN-ON landing. The ground on the practice field was very saturated due to heavy rains which have been soaking the grounds for days. The skids did not slide, but instead, stuck into the ground and only moved forward about 5 feet. This equated to an almost sudden stop of the helicopter. Both myself and my co-pilot were able to walk out of the helicopter. The helicopter did not suffer any damage from the landing. It has been determined that the malfunction is possibly a sheared shaft (inside the main rotor transmission) that runs through the main tach generator, the hydraulic pump, and into the main rotor transmission. The main rotor transmission is being removed and will be sent to an offsite maintenance facility to disassemble the main rotor transmission for inspection and repair.

## Synopsis

Helicopter pilot reported performing an autorotation to a landing after losing hydraulic assistance of the flight controls.

## Time / Day

Date : 202107

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ASE.Airport

State Reference : CO

Altitude.MSL.Single Value : 11500

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ASE

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Flight Phase : Cruise

Route In Use : None

Airspace.Class D : ASE

Airspace.Class E : ZDV

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ASE

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

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Initial Climb

Airspace.Class D : ASE

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ASE

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Taxi

## Person

Location Of Person.Facility : ASE.Tower

Reporter Organization : Government

Function.Air Traffic Control : Other / Unknown

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1825642

Human Factors : Workload

Human Factors : Situational Awareness

## Events



Anomaly.Conflict : Airborne Conflict  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Provided Assistance  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

Aircraft X flew through the Arrival and Departure Areas at 11,500, not talking to ATC. The helicopter came in direct conflict with Aircraft Y on the LINDZ9 departure. The Controller had to expedite climb and rates of turn. The conflict alerts went off on the radar. Aircraft Z was delayed on the ground after, while the helicopter was in the departure area in unsafe proximity to the LINDZ9 track. Aspen has very specific IFR routes that we are allowed to use with the mountains and high MVAs. When VFR aircraft fly through the departure and arrival areas, it is unsafe if we aren't talking to them to verify altitude, intentions and control them to avoid conflict. Aspen needs a Class C Airspace or ARSA to require two way radio communication with VFR's.

## Synopsis

Aspen Tower Controller reported a problem with a helicopter and traffic departing Aspen.

## Time / Day

Date : 202107

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : WHP.Tower

State Reference : CA

Relative Position.Distance.Nautical Miles : 4.1

Altitude.AGL.Single Value : 35

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling : CLR

## Aircraft : 1

Reference : X

Aircraft Operator : Recreational / Hobbyist (UAS)

Make Model Name : Small UAS (At or above 0.55 lbs and less than 55 lbs)

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)

Flight Plan : None

Mission : Recreational / Hobbyist (UAS)

Flight Phase : Hovering (UAS)

Route In Use : None

Airspace.Class E : ZZZ

Operating Under Waivers / Exemptions / Authorizations (UAS) : N

Weight Category (UAS) : Small

Configuration (UAS) : Multi-Rotor

Flight Operated As (UAS) : VLOS

Control Mode (UAS) : Manual Control

Flying In / Near / Over (UAS) : People / Populated Areas

Flying In / Near / Over (UAS) : Private Property

Flying In / Near / Over (UAS) : Open Space / Field

Flying In / Near / Over (UAS) : Aircraft / UAS

Flying In / Near / Over (UAS) : Moving Vehicles

Flying In / Near / Over (UAS) : Emergency Services

Type (UAS) : Purchased

Number of UAS Being Controlled (UAS).Number of UAS : 1

## Aircraft : 2

Reference : Y

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission.Other

Flight Phase : Cruise  
Route In Use : None

## Person

Location Of Person : Outdoor / Field Station (UAS)  
Reporter Organization : Recreational / Hobbyist (UAS)  
Function.Flight Crew : Remote PIC (UAS)  
Function.Flight Crew : Person Manipulating Controls (UAS)  
Qualification.Flight Crew : Private  
Experience.Flight Crew.Total : 107.9  
Experience.Flight Crew.Total (UAS) : 9  
Experience.Flight Crew.Last 90 Days (UAS) : 9  
Experience.Flight Crew.Type (UAS) : 2  
ASRS Report Number.Accession Number : 1825588

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Detector.Person : UAS Crew  
Miss Distance.Horizontal : 500  
Miss Distance.Vertical : 500  
When Detected : In-flight  
Result.General : Police / Security Involved  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

At approximately XA20 on Date I was flying an FAA registered UAS (drone) in what I believe to be a lawful manner. I was operating it under the recreational waiver which permits nighttime operations that went into effect this year. It was night time and it had a federally mandated light source on top to be visible by 3 miles. The night was exceptionally clear. VNY visibility was 10 or more miles, Sky Clear below 12,000 feet. The drone is also equipped with positional lights to be aware of the attitude and direction of flight. These are visible to more than a mile away. I maintained the UAS was also less than a mile away at its furthest and no more than 1,500 feet away during the hover sequence with the helicopter. During the entirety of the flight, the drone was operating at no more than 205 feet above the operator and only that for only about a minute during a rotation to maintain antenna connectivity. This is well under the 400 feet air regulation. The drone was only above vehicles, people or property in a transitional manner except when the helicopter forced me into a hover. It did not interfere with the emergency services, but they approached the drone to investigate it and me. The drone, due to the lighting, was always within VLOS without visual aids, and in fact, the point of the exercise was to determine the VLOS at night. Incremental altitude adjustments were made to maintain safe altitude and VLOS separation from the background. I was outside of the class D airspace of Whiteman airport, in Class E, and maintained the aircraft visually to the north

of me in a straight line. There were no NOTAMS or TFRs. Aloft and B4UFLY both showed things as clear as long as I remained outside of the Class D. The drone received its geo unlocking license from Whiteman via the app. I also listen to Whiteman ATC on LiveATC. I was also well below the landing pattern for Whiteman long straight-in approaches as an additional measure of safety, as I know many aircraft into Whiteman do not enter the pattern on the downwind, but simply report 3 mile final. The UAS is equipped with ASB-B. I did not receive an ADS-B notice that an aircraft was in the vicinity. Nor were any other aircraft operating in the immediate area at the time visually. I had just completed my VLOS test. I had rotated the aircraft to return home. A few seconds later, I heard an approaching aircraft. Review of my video during the rotation shows the helicopter in the distance when I turned to return home, but I was watching the drone visually, not via the screen. The helicopter does not appear to be going intentionally towards the drone. The helicopter appears to be about as far south as the 118 freeway at the time I was already coming home, given it is farther away than the San Fernando lights along San Fernando and Truman. Upon hearing the aircraft, I quickly lowered its altitude to 35 feet above me. I initiated the descent about 17 seconds after I had already begun to return home. The helicopter did not fly to initially intercept the UAS. I was unaware of what sort of aircraft it was at the time (GA airplane, news, police, etc), but assumed helicopter. This 35 feet was a minimum altitude to ensure connection (a connection loss would send the aircraft up to safely return home and that needed to be avoided under the circumstances), avoid trees and poles, and to maintain direct VLOS while being safely below any low flying aircraft. During the rapid descent, I covered almost half the distance back. The entire flight was only about 4 minutes, including hover pauses. This was done to safely avoid any potential aircraft and not interfere with any emergency service. Even if I had maintained the original altitude, I still would have been below the helicopter. When I saw the helicopter approach, I stopped forward motion to not present a problem for the helicopter or interfere. Video at the time seemed to show the helicopter examining an area to my east from several hundred feet above the drone. It was using a night sun to illuminate several houses. At the time, it appeared the helicopter was high enough above me to not be a danger and not in my direction of travel. I had to gimbal the camera up and rotate to get the helicopter in view of the drone camera (I could see both aircraft myself from my vantage point). Although it seems more obvious from the drone's point of view, I could not immediately tell the helicopter had disengaged from its original intent (if there was one) and was now tracking my UAS. Each time I saw the helicopter start to leave, I got the UAS closer to home. The drone, at the time, was only 35 feet up. This was the altitude it stayed at the entire time the helicopter was nearby, so there was no danger of actual collision, but the helicopter pilot, once aware of the drone, behaved recklessly. When it was obvious that the drone was not a threat to the operations of the helicopter due to the height differential and realizing that the helicopter was both aware of me and now harassing me, I brought it home and landed it. The orbiting of the helicopter forced me to hover the drone possibly over property, which presented a potential danger. After landing, the [pilot] on the airship orbited my house and proceeded to threaten me by speaker that "If you want to keep that drone, I suggest you not fly it again." which I find remarkably unbecoming. [The pilot] also said "Next time, I'll send [someone] over to take it." It then orbited my house more and then left the area, abandoning whatever it was initially doing. I don't know if [the pilot] thought I was a child and was threatening to take my toy away, but I consider this threat to be unprofessional and outside of the guidance from the FAA, at the very least. I was operating my UAS with safety considerations and the federal air regulations in mind, including additional lighting, and I behaved in all ways to maintain the safety of all flight operations. As the PIC, I did what was necessary to maintain safety for everyone. The whole exchange as initiated by the helicopter was also potentially dangerous and a waste of resources.

## Synopsis

UAS pilot was flying at night and had an airborne conflict with a helicopter.

## Time / Day

Date : 202107

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : SLI.Airport

State Reference : CA

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Light : Daylight

Ceiling : CLR

## Aircraft

Reference : X

ATC / Advisory.Tower : SNA

Aircraft Operator : Personal

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Nav In Use : GPS

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : ZLA

## Component

Aircraft Component : GPS & Other Satellite Navigation

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 3500

Experience.Flight Crew.Last 90 Days : 35

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1824679

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation - Track / Heading : All Types

Detector.Person : Flight Crew

When Detected : In-flight

Result.Aircraft : Equipment Problem Dissipated

## Assessments

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

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Environment - Non Weather Related

## Narrative: 1

Please be advised that on Date and Date 1, I was flying 1,500 feet MSL the exact same track, although on Date 1 I was flying the opposite direction, south-eastbound in the Los Angeles basin. In the exact same place Southwest of the Disneyland TFR, and 4 NM on the [073]° radial from [SLI VOR], I lost the GPS signal on both my Garmin GPS 650 and 750 units and my Apple iPad for about 3 minutes. I was just about to advise the SNA tower when they all three came on. All these are new Garmin radios less than a year old. I have never had that happen anywhere before or since. As you can imagine that's quite unnerving down in that airspace.

## Synopsis

Helicopter pilot reported experiencing a lost GPS signal in the same area on different days.

## Time / Day

Date : 202107

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dawn

Ceiling.Single Value : 6000

## Aircraft : 1

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Mission : Passenger

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator : Military

Make Model Name : Thunderbolt II (Warthog A-10)

Airspace.Class G : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 3500

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 3500

ASRS Report Number.Accession Number : 1824624

## Events

Anomaly.Conflict : NMAC

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

Detector.Person : Flight Crew



Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 75  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

I had a near miss with Aircraft Y, who was not communicating on the CTAF frequency. He flew overhead of my helicopter extremely close from my 5 o'clock to my 10 o'clock when I noticed him as he passed overhead. I communicated with ZZZ1 up in ZZZ2 regarding the event, and was told they would respond to me shortly. I gave it about 10 days and called them back. They told me I'd have to file something with the FAA to get some sort of resolution or response. I fly every day in the summer in this particular area and it frightened me considerably. The event occurred about 3-5 miles east of ZZZ on the north side of ZZZ3 and south of ZZZ4 at approximately 3500 ft. My heading was flying west and Aircraft Y flew over me coming from the north.

## Synopsis

Helicopter pilot reported taking evasive action during an NMAC event.

## Time / Day

Date : 202105

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : A90.TRACON

State Reference : NH

Relative Position.Angle.Radial : 350

Relative Position.Distance.Nautical Miles : 6.8

Altitude.AGL.Single Value : 200

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Plan : None

Mission : Search & Rescue

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Airspace.Class G : ZZZ

Flying In / Near / Over (UAS) : Aircraft / UAS

Flying In / Near / Over (UAS) : Emergency Services

## Person

Location Of Person : Company

Reporter Organization : Military

Function.Other.Other

ASRS Report Number.Accession Number : 1824225

Human Factors : Situational Awareness

## Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Miss Distance.Horizontal : 54

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

## Assessments

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

## Narrative: 1

Helicopter crew experienced a near midair collision with a small unmanned aerial vehicle (UAV) during an active search and rescue case. Crew queried other responding agencies about UAV employment as part of the search effort and increased altitude. No other UAV sightings were reported during the remainder of flight.

## Synopsis

Search and rescue helicopter had a near miss with a UAS.

## Time / Day

Date : 202107

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 260

Relative Position.Distance.Nautical Miles : 1

Altitude.AGL.Single Value : 300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 60000

RVR.Single Value : 10000

## Aircraft : 1

Reference : X

Aircraft Operator : Government

Make Model Name : Large UAS, Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class G : ZZZ

Weight Category (UAS) : Large

Configuration (UAS) : Fixed Wing

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

Number of UAS Being Controlled (UAS).Number of UAS : 1

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Plan : None

Flight Phase : Cruise

Airspace.Class G : ZZZ

## Person : 1

Location Of Person : Outdoor / Field Station (UAS)

Reporter Organization : Government

Function.Flight Crew : Visual Observer (UAS)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 1630  
Experience.Flight Crew.Last 90 Days : 380  
Experience.Flight Crew.Type : 1060  
ASRS Report Number.Accession Number : 1823676  
Human Factors : Situational Awareness

## Person : 2

Location Of Person : Outdoor / Field Station (UAS)  
Reporter Organization : Government  
Function.Flight Crew : Visual Observer (UAS)  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Human Factors : Situational Awareness

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Detector.Person : Visual Observer (UAS)  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 50  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

On Date at XA15 local Aircraft X had a near miss incident. The other Aircraft Y looked to be a Helicopter. Aircraft X was conducting flight tests in the local area and training in the traffic pattern. They were using Runway XX and using a right traffic pattern. While Aircraft X was descending into the airport the [Visual Observer] noticed the helicopter was headed to ZZZ airport on a NE heading about 200-300 feet AGL. We notified Aircraft X that there was traffic converging in their flight path. At this point Aircraft X completed their landing and was on the upwind Runway XX. At this point Aircraft Y was at the departure end of the runway at 200 feet AGL. We told Aircraft X urgently to turn left and they were about cross paths with Aircraft Y. This wasn't possible because they were too low to the ground. They ended up leveling to pass under the helicopter. Aircraft X and Aircraft Y came within about 20-50 feet of each other. Talking to my other pilot we believe Aircraft Y failed to read the NOTAMS around the local area saying there is UAV activity in the area. Aircraft Y should have never been that low to the ground near the departure end of the runway. Aircraft Y clearly did not see Aircraft X as he did nothing to attempt to climb, descend, or turn.

## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

Visual Observer witnessed a near miss between a UAS and a helicopter.

## Time / Day

Date : 202107

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Military

Make Model Name : Large UAS, Fixed Wing

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class G : ZZZ

Airspace Authorization Provider (UAS) : FAA Authorization

Operating Under Waivers / Exemptions / Authorizations (UAS) : Y

Waivers / Exemptions / Authorizations (UAS).Other

Weight Category (UAS) : Large

Configuration (UAS) : Fixed Wing

Flight Operated with Visual Observer (UAS) : Y

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

Number of UAS Being Controlled (UAS).Number of UAS : 1

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Airspace.Class G : ZZZ

## Person

Reporter Organization : Military

Function.Flight Crew : Remote PIC (UAS)

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 700

Experience.Flight Crew.Total (UAS) : 700  
ASRS Report Number.Accession Number : 1823392  
Human Factors : Time Pressure

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Visual Observer (UAS)  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

During takeoff at ZZZ we were conducting a training flight using a [large] unmanned aircraft under a [military] COA (Certificate Of Authority). Immediately after takeoff on upwind runway XX our [Visual Observer], notified us to immediately level off due to a potential collision with a Helicopter. The Helicopter flew directly over our departure end of runway at approx. 300 feet narrowly missing us on upwind by approx. 100 feet.

## Synopsis

UAS flight crew operating at an uncontrolled airport had a near miss with a helicopter.



## Time / Day

Date : 202107

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 : 300

## Environment

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 9

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Robinson R22

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use.Other

## Aircraft : 2

Reference : Y

Aircraft Operator : FBO

Make Model Name : Cessna Single Piston Undifferentiated or Other Model

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

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 528

Experience.Flight Crew.Last 90 Days : 168

Experience.Flight Crew.Type : 421

ASRS Report Number.Accession Number : 1822808

Human Factors : Time Pressure

## Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Track / Heading : All Types

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Detector.Person : Flight Crew

Miss Distance.Horizontal : 100

Miss Distance.Vertical : 100

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

When flying left traffic patterns for taxiway parallel [Runway] XX with a student pilot, a plane taking off a parallel Runway XX turned an early left crosswind at 300 AGL after we had turned our crosswind at 300 AGL in a helicopter. Upon hearing the radio call, I glanced over my left shoulder knowing their relative location upon climbout. I found them almost directly above and to my left making a left hand turn that was leading into our course. I immediately descended to approximately 150 AGL to build separation from the craft and turned to the right to avoid a collision course. I called out upon the radio to connect with the the other aircraft and no response was received from the other pilot, who I came to find out was a solo student. The plane was flying extremely tight patterns cutting off the flow of helicopter traffic that is typically flying on the adjacent taxiway. With two flight schools based at ZZZ, there is a lot of student traffic. Procedures and policies have been put in place, but lack of situational awareness from students causes a lot of mishaps such as the events of today.

## Synopsis

R-22 Instructor reported an NMAC event during landing pattern training. R-22 executed an evasive maneuver to prevent a collision with a solo student on parallel runway.

## Time / Day

Date : 202107

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : CGZ.Airport

State Reference : AZ

Altitude.MSL.Single Value : 3000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Climb

Route In Use : None

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 2250

Experience.Flight Crew.Last 90 Days : 25

ASRS Report Number.Accession Number : 1821744

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Detector.Person : Flight Crew  
Miss Distance.Vertical : 500  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

During climbout from CGZ airport on a dual CFII flight we noticed a helicopter quickly approaching us at the same altitude from our left. They initially appeared to be flying away from us deviating to the right. I knew the right away rules said they should give way to us and I believed they were initially. Shortly after though I noticed they were continuing to fly toward us so I chose to quickly execute a rapid climb. I did not think it was safe to descend or turn away as we had mountains below us the helicopter was approaching us rapidly. I believe the helicopter passed 500 feet below us.

## Synopsis

GA instructor pilot reported a Near Mid Air Collision with a helicopter and took evasive action to avoid it.

## Time / Day

Date : 202106

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 300

## Environment

Flight Conditions : IMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 700

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : SVFR

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use.Other

Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

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

Crew Size.Number Of Crew : 2

Flight Phase : Takeoff / Launch

Airspace.Class C : ZZZ

## Person

Location In Aircraft : Flight Deck

Reporter Organization : Military

Function.Flight Crew : Captain

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 4178

Experience.Flight Crew.Last 90 Days : 213

Experience.Flight Crew.Type : 2476

ASRS Report Number.Accession Number : 1818631

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

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Detector.Person : Air Traffic Control  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

Flight started at the helicopter pads - second flight out of ZZZ for the day. This was a training flight with students. I was the Flight Instructor. I started up and prepared for takeoff as normal. The weather was IFR which required a SVFR clearance for our departure. I received weather and contacted Ground and requested the SVFR to the northeast with a present position departure from the helicopter pads. This was the expected as we had done so earlier. Initially, I was told to standby while the Controller was getting other aircraft taxiing. After the wait, the Controller came back and cleared us to the northeast at or below 1700 ft. via SVFR, which I read back. Despite still being on Ground frequency, I erroneously mistook the SVFR clearance as a clearance to takeoff as requested from present position. As such, I instructed the student to initiate the takeoff and depart, which we did. Our flight path was to the northeast which took us across Runway X, the active. As we reached 500 ft. and [was] approaching clear of the ZZZ Class "C," I expected a switch to Approach as usual but when I looked down at the radio I saw we were still on the Ground frequency. I quickly switched to Tower and was informed of my lack of takeoff clearance and additionally the overflight of an aircraft on takeoff from Runway X which we didn't see. Our departure flight path was at a 40-degree offset roughly 040, which put the start of Runway 8 behind us. Sitting on the right side, I didn't see Aircraft Y who was actually cleared for takeoff start their roll at roughly the same time as we did. Due to the angle, they were aft of my scan during the takeoff. Based on the info from the Controller, we passed over them by about 200 ft. as they were departing. Because we were still on the Ground frequency, we also didn't hear towers call to us when we started to depart without takeoff clearance. Unfortunately, all of this was caused by my assumption of having received a takeoff clearance and acting accordingly. Obviously, I should have been more aware and realized that it wasn't a takeoff clearance that was issued. I should have also noticed that we had not switched to Tower from Ground earlier. Not to pass blame, but an observation - it is common for a Ground Controller after issuing a clearance to push us to the next Controller, i.e., "Read back correct, contact Tower/Ground for takeoff/taxi." This would seem more critical, particularly for a helicopter present position departure such as this one that does not require a taxi to a specific runway. In this case, that was not stated as far as I can remember. Additionally, there has been a lot of Ground and Tower combined frequencies lately and that also could have

played into the confirmation bias that led to assuming my SVFR clearance was also a takeoff clearance and not switching to the Tower frequency. In this case, Tower and Ground were on different frequencies. Regardless, I have executed present position departures many times and not had an issue like this and I definitely made a mistake which almost resulted in a collision. In the future, I will exercise extreme caution and slow down to ensure this mistake does not happen again.

## Synopsis

Flight Instructor reported mistakenly taking off without clearance which led to an NMAC event with another aircraft taking off.

## Time / Day

Date : 202106

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft

Reference : X

Make Model Name : S-58/S-58T Choctaw/Seahorse

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Cargo / Freight / Delivery

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class C : ZZZ

## Component

Aircraft Component : Turbine Engine

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2500

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1817354

## Events

Anomaly.Aircraft Equipment Problem : Critical

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

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

Detector.Person : Flight Crew

Were Passengers Involved In Event : N



When Detected : In-flight  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Overcame Equipment Problem  
Result.Flight Crew : Diverted  
Result.Aircraft : Aircraft Damaged

## Assessments

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

## Narrative: 1

During cruise flight at 3,500 feet and 106 knots ground speed. Aircraft was in straight and level flight. I noticed a 3% torque split between the #1 and #2 engine, with the number 2 beginning to slowly decrease in torque. N1 remained steady at 93% which is normal reading with both engines at 80% torque. The number 2 motor rapidly declined in torque causing a larger torque split to occur. Once the torque split became 15% difference, the N1 on the number 2 engine began to decrease. It went from 93% down to 73% causing an even larger torque split by 60%. At that time I decided to transition to single engine flight (OEI) and make a mayday call requesting vectors to the nearest airfield. Approach vectored me to ZZZ. I kept the engine at idle, since it was still producing minimal power. I figured some power is better than no power. So I used what power the number 2 engine had coupled with my good number 1 engine. Performed a low power roll on landing into ZZZ and taxied onto the ramp. Upon visual inspection of the engine and discussion with the director of maintenance it was decided that an attempt to start the #2 in manual fuel control mode was the next course of action. Thinking that the fuel control was the culprit. The engine was started and sustained power along with the number 1 engine. The flight was then resumed in manual mode to our hangar in ZZZ1 where maintenance was performed. After inspection of the engine a borescope revealed that the #2 had suffered a near catastrophic failure. With multiple hot section blades missing, broken off, cracked, and folded over. Along with significant sized holes in the combustion cans.

## Synopsis

S-58T pilot reported a diversion after decreasing engine torque on #2 engine. After a manual restart and ferry flight to a maintenance base, borescope of the affected engine found major damage to the internal components of the affected engine.

## Time / Day

Date : 202106

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : UAO.Airport

State Reference : OR

Altitude.MSL.Single Value : 1000

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Weather Elements / Visibility.Other

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : UAO

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Plan : None

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class D : UAO

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : UAO

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class D : UAO

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Rotorcraft

Experience.Flight Crew.Total : 3049

Experience.Flight Crew.Last 90 Days : 17

Experience.Flight Crew.Type : 17

ASRS Report Number.Accession Number : 1816636

Human Factors : Confusion

Human Factors : Communication Breakdown

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

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 500  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Flight Crew : Took Evasive Action  
Result.Air Traffic Control : Separated Traffic

## Assessments

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

## Narrative: 1

Prior to entering the traffic pattern at UAO, I could hear over the radio that it would be very busy with all the air traffic and could sense the air traffic controller was not taking his job too serious because he had had a comedic inflection in his voice, which I've never heard any other controller use. I was told to enter left downwind for "A" taxiway and report when abeam the tower. I entered the left downwind and reported when abeam the tower. Nothing was heard from the controller. After thirty seconds had passed I made another call to the tower and the controller instructed me to pass behind the traffic that was on right base for Runway 35. During the downwind approach I got multiple "Traffic" advisories. This became a distraction and I reported back that I had the traffic on final in sight because I had been focused on that aircraft. This was not the correct aircraft that I was supposed to pass behind and my transmission was not corrected for by the controller so I turned for left base. As I'm turning I am getting another "Traffic" annunciation and look out my right door. Down below I see Aircraft Y 500 feet under me. By the time the controller comes up on the radio and questions my intentions it is already too late. Luckily the Cessna saw me and began descending or else we would have been a much closer incident. I maintained my altitude and requested a descending right 360 because I had overshoot "A" taxiway. This in turn caused a fixed wing that was departing to the south from the right downwind to make a left 360 to avoid me. I proceeded down to the taxiway to park on the company ramp. I should have not got so caught up on the aircraft on final that caused me to not read back the proper clearance back to the tower. I was also distracted from the multiple "Traffic" annunciations while I was trying to locate where these aircraft were in particular. I feel that had the controller also done his part in correcting my incorrect read back that the situation could have easily been avoided.

## Synopsis

Pilot reported misidentifying an aircraft while on approach to landing and caused another aircraft to take evasive action to avoid a mid air collision.

## Time / Day

Date : 202106

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 400

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Climb

Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Diamond Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Mission : Personal

Flight Phase : Initial Climb

Flight Phase : Landing

Airspace.Class C : ZZZ

## Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Takeoff / Launch

Airspace.Class C : ZZZ

## Aircraft : 4

Reference : A

ATC / Advisory.Tower : ZZZ

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class C : ZZZ

## Aircraft : 5

Reference : B  
ATC / Advisory.Tower : ZZZ  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Flight Phase : Final Approach  
Airspace.Class C : ZZZ

## Person

Location Of Person.Aircraft : X  
Location Of Person.Facility : ZZZ  
Reporter Organization : Government  
Function.Air Traffic Control : Local  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1  
ASRS Report Number.Accession Number : 1816010  
Human Factors : Communication Breakdown  
Human Factors : Confusion  
Human Factors : Situational Awareness  
Human Factors : Time Pressure  
Human Factors : Workload  
Human Factors : Distraction  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

I had Aircraft X in LUAW (Line Up and Wait) Runway XX waiting for Aircraft Y to complete a Touch-N-Go Runway XXR. While the Aircraft Y was around short final Runway XXR, a Helicopter (Aircraft Z) called ready to depart from west side of the airfield. I also had 2 helicopters (Aircraft A / Aircraft B) inbound who were 2 - 2.5 miles out to land. I quickly responded to Aircraft Z to depart and proceed outbound. Based on memory, I don't recall giving Aircraft Z any traffic about Aircraft X in LUAW. My memory feels like about 1-2 minutes now have passed and Aircraft Y is now upwind Runway XXR and crossing the intersection of Runway XX. I tell Aircraft Y to continue upwind. I then clear Aircraft X for take-off Runway XX. As I'm scanning the runways watching Aircraft X start his departure rotation, I noticed a helicopter going east about to cross the departure end of Runway XX. I thought that helicopter was Aircraft A which was supposed to land and according to our Letter of Agreement (LOA), would make him restricted west of Runway XX. Finally, I reached out to Aircraft A and told them to turn base now to land. Aircraft A then

responded that they were still 1 mile west. I then realized my mistake and that the helicopter crossing the departure end was my helicopter outbound. I became flustered and a bit panicked and tried to reach out to that Aircraft Z, but accidentally called them the 3rd helicopter's call sign, Aircraft B, adding even more confusion to the whole scenario. At this point Aircraft X passes below Aircraft Z by maybe 50 to 100 ft. I apologize to Aircraft X about the close aircraft, he responded that he had the helicopter in sight. I then later reach out to Aircraft Z and apologize, and they said it was OK. Aircraft X did not report a RA and neither aircraft reported having to take evasive maneuvers.

## Synopsis

A Tower Controller reported they confused call signs and locations of helicopters arriving and departing which resulted in their instructions causing a NMAC between one of the helicopters and a departing fixed wing aircraft.

## Time / Day

Date : 202106

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : OSU.Tower

State Reference : OH

Relative Position.Angle.Radial : 090

Relative Position.Distance.Nautical Miles : .25

Altitude.AGL.Single Value : 600

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class D : OSU

## Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Airspace.Class D : OSU

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

Number of UAS Being Controlled (UAS).Number of UAS : 1

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Function.Flight Crew : Captain

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 6700

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 1100

ASRS Report Number.Accession Number : 1815943

Human Factors : Distraction

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

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

Detector.Person : Flight Crew

Miss Distance.Horizontal : 200

Miss Distance.Vertical : 0

When Detected : In-flight

Result.Flight Crew : Diverted

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Requested ATC Assistance / Clarification

## Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Ambiguous

## Narrative: 1

Was on final approach into OSU landing to runway 27L. On final at less than .25 NM from end of runway, encountered a drone approximately 1 foot X 1 foot at same altitude and had to veer to right to avoid strike. As soon as I realized what it was, I contacted tower and notified them of location and all data that I could pass on incident.

## Synopsis

Helicopter pilot on final approach into Class D airport took evasive action to avoid a collision with a UAS. The pilot notified ATC.



## Time / Day

Date : 202106

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 4000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.ATC Facility : 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

Route In Use.SID : ZZZZZ4

Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.ATC Facility : ZZZ

Aircraft Operator.Other

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Mission.Other

Flight Phase : Cruise

Airspace.Class C : 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 : 1813633

Human Factors : Situational Awareness

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  
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 : 1812557  
Human Factors : Situational Awareness  
Human Factors : Distraction

## Events

Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Anomaly.Inflight Event / Encounter : CFTT / CFIT  
Detector.Automation : Aircraft TA  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

TCAS RA. On departure from ZZZ on Runway XX, we were given left turn to 149, climb 6,000 feet. In the turn, ATC said maintain 4,000 feet for traffic at 10 o'clock at 4,500 feet. As I went wings level, I could see the helicopter at 10 o'clock within a half mile of our current position. About 3,500 feet, we got a TA. I slowed my vertical speed as I approached 4,000 feet but upon capture, we got a RA telling us to "monitor vertical speed." The red line for the RA was on the horizon so I pitched just below the horizon. The First Officer informed ATC of the RA and that we were in a descent. ATC responded saying we were below the MVA (Minimum Vectoring Altitude) and to get back to 4,000 feet when able. At 3,600 feet, we were clear of conflict and climbed back to 4,000 feet. We continued the departure as normal. There wasn't much room for vectoring because of the mountains surrounding the valley. I believe the helicopter was VFR because of their altitude. ATC could have possibly kept us on the ground longer or given a delayed turn until helicopter was no longer a conflict.

## Narrative: 2

TCAS RA on departure from ZZZ. Initially received climb via the ZZZZZ4 SID except maintain 5,000 feet. Prior to takeoff received amended clearance of left turn 149 climb 4,000 feet. ATC called traffic in the turn and we were looking. Nearing completion of turn and climb received TA followed by RA target 700 feet to 500 feet above and got the

"monitor vertical speed" we descended and made the standard callouts to ATC. At 3,700 feet ATC warned of low altitude and below MVA (Minimum Vectoring Altitude). We were VMC and received the "clear conflict" and climbed back to 4000 feet and continued the flight uneventfully. I think ATC knew about this target prior to takeoff and that's why they amended the clearance. I believe their hands were tied with a vector because of rising terrain and altitude separation due to Minimum Vectoring Altitude. We followed our training and everything worked out, would have been worse in IMC. Captain (Pilot Flying) says he saw helicopter but I couldn't see from First Officer seat in left turn.

## Synopsis

Air Carrier flight crew reported they responded to a TCAS/RA for a VFR helicopter by descending then were advised by ATC they were flying below the Minimum Vectoring Altitude.

## Time / Day

Date : 202105

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.MSL.Single Value : 3700

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : LAS

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 B : LAS

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : LAS

Make Model Name : Helicopter

Flight Plan : VFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class B : LAS

## 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 : 1811045

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface

Human Factors : Distraction

## 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 : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Instrument  
ASRS Report Number.Accession Number : 1811047  
Human Factors : Situational Awareness  
Human Factors : Human-Machine Interface  
Human Factors : Distraction

## Events

Anomaly.Conflict : Airborne Conflict  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Flight Crew : FLC complied w / Automation / Advisory  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

On approach to land in LAS from vectors, and cleared for the visual my Captain had just turned final at approximately 3,800 feet and was on a stable descent to land. At about 1,150 feet our RA dinged "traffic" which indicated about 200 feet below us. We couldn't see the traffic. At 940 feet to land (3,000 AGL), we had an RA warning go off due to a helicopter. The warning was to our right. We still couldn't see the traffic, but the warning soon turned into an announcement from our aircraft systems to "pull up" at 940 feet on the RA. My Captain immediately decided to call for a go-around and we executed the maneuver appropriately, were radar vectored back to land, chose the left runway to allow for some additional distance, and landed safely without incident. Cause - A busy weekend post COVID time when the helicopter industry was seeing a lot more activity. This particular situation was out of our control to avoid. We don't generally have issues with helicopter traffic, and in this situation at such a busy airspace, we could not disregard the RA instructions so low to the ground and at such a critical phase of flight. Considering the busy nature of the weekend and the idea we are experiencing such high post-COVID activity in Las Vegas, perhaps we as a crew could have suggested the left runway for some extra separation, but it's never been an issue in my time flying before.

## Narrative: 2

On visual approach fully configured turning final at approximately 3,700 feet, when rolled out on final an RA was enunciated and a subsequent go-around was performed. We returned to fly visual to the left runway with no further issues. Helicopter traffic operating too close to the active runway approach path. Either keep helicopter traffic further west or make the left the primary runway for south landing traffic.

## Synopsis

Air carrier flight crew on short final to LAS reported a go-around due to a TCAS/RA Alert for a VFR helicopter.

## Time / Day

Date : 202105

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Corporate

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class D : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Approach

Route In Use : Direct

Airspace.Class D : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 669.6

Experience.Flight Crew.Last 90 Days : 200.2

Experience.Flight Crew.Type : 584.2

ASRS Report Number.Accession Number : 1810322  
Human Factors : Other / Unknown  
Human Factors : Time Pressure

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 150  
Miss Distance.Vertical : 0  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was operating Aircraft X out of ZZZ doing tour flights. I was flying southwest down ZZZ when I heard another helicopter radio that he was southwest, inbound for landing, and Tower told him to report 3 miles to the south and advised that I, the other helicopter, was flying down ZZZ. I started looking visually out the window outside the helicopter looking for the other traffic. I couldn't find them so I started looking on the ADS-B for their location and they were also not reporting with ADS-B Out. I looked out again trying to find the aircraft, and at the last second spotted him right in front of me banking hard right so we wouldn't collide midair. Upon landing I went and talked to the pilot to make sure he was okay and when I told him I was trying to find him on the GPS he told me that since he was from Canada, his helicopter was not equipped with ADS-B. His tail number started with "C" not "N" so I'm assuming it was not an American-registered helicopter. After telling me his aircraft was not equipped with ADS-B Out, he laughed about it, telling me to stay quiet about it as he walked off.

## Synopsis

Robinson R-44 pilot reported an NMAC event with a non-ADS-B-equipped helicopter.



## Time / Day

Date : 202105

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 400

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Light Transport

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Takeoff / Launch

Route In Use : Vectors

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 9000

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 1500

ASRS Report Number.Accession Number : 1810049

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Fatigue

Human Factors : Situational Awareness

Human Factors : Time Pressure

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  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 200  
Miss Distance.Vertical : 300  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

Last night I flew the airplane across the border from ZZZZ to ZZZ to clear Customs on my way to ZZZ1. Customs held me for about 30 minutes. I was quite tired and stressed because this flight was scheduled very suddenly and I had to drive to ZZZZ to make the flight. By the time I was released from Customs, jumped in the airplane, started the engines, and tried to get my clearance to ZZZ1, ZZZ Tower was long closed. So I tried a phone call to TRACON first, but since ZZZ is so close to the border, my cell phone could not get the proper signal, between Mexico and U.S., so the call did not go through. At that moment, I switched the ZZZ Tower frequency to see if I could get my clearance from TRACON with no success. So, I decided to taxi to the head of Runway XXR, and try it again there. No joy. I began to feel desperate. I tried again calling by phone and this time I made contact, but the call dropped in a second. I kept trying for about four times, until I finally could get my clearance. My "void if not off by" time was about 8 minutes, so I rushed the flight plan into the FMS, and put Tower frequency again in Comm 1. I then made the call that I was taking off from ZZZ for a straight out departure. Nobody answered, so I began my take off run. I saw some lights down the runway but, from my perspective, looked beyond the runway. Only when I was about to rotate realized and almost froze to see what I think was a helicopter on the runway! I pulled hard on the yoke, since I could not stop the airplane on the ground without hitting the other aircraft. I tried to calm myself down as I was scared to death. I was surprised that I did not hear the helicopter on the Tower frequency. That is when I realized I had not put in the correct Tower frequency! My blood went to my feet and my heart was racing and I felt so bad and miserable to think I could have killed some innocent people along with myself just for that "little" error. I still feel awful. From now on, I will double and triple check my frequencies, altitudes, headings and runway holding instructions. I assure you that I learned my lesson on how external factors as stress and fatigue can and will affect your judgment. I will do my best to prevent this from happening to me again. Just the thought of the terrible disaster I might have caused, makes me realize the importance of proper focus, concentration and compliance with SOP's, no matter how tired you are. Besides, I will try to fly with a copilot from now on. Another set of eyes and mind are better than one.

## Synopsis

Pilot reported a near collision during departure after they announced their intentions on the wrong frequency. The Tower was closed at the time of the event.

## Time / Day

Date : 202105

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 4000

## Aircraft

Reference : X

ATC / Advisory.ATC Facility : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Descent

Route In Use : Vectors

Airspace.Class E : ZZZ

## Person

Location Of Person.Facility : ZZZ.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1809820

Human Factors : Communication Breakdown

Human Factors : Confusion

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

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

Anomaly.Inflight Event / Encounter : CFTT / CFIT

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

Aircraft X, on vector with ZZZ approach. Sector X calls to coordinate the helicopter on Victor route XX, instead of the filed route Victor route XY. Then approach called back approach request direct ZZZ1, I approved it. I approved it not noticing that the equipment status was /A [Aircraft equipment suffix]. I called approach back saying I needed the helicopter on the airway not specifying what airway. I notice approach vectoring the helicopter to the south back towards Victor XY. Not realizing the altitude 4000 was in the 4200 Minimum IFR altitude (MIA). I called approach and said I can't take the helicopter until established on the airway. I had also forgot the MEA on Victor XY is 4500, until a minute or so after the helicopter was established on the airway, then I climbed the helicopter to 5000 then issued the approach clearance into ZZZ1. Aircraft filing Victor XY to start an approach into ZZZ1 are infrequent, I had forgot the MEA on the airway. Also I should have been more specific during my coordination and or call approach and ask what was going on.

## Synopsis

Center Controller reported renegeing on a handoff for a helicopter that was off the filed airway, below the MEA, and the minimum IFR altitude.

## Time / Day

Date : 202105

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Relative Position.Distance.Nautical Miles : 6

Altitude.AGL.Single Value : 1600

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dusk

Ceiling.Single Value : 10000

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Passenger

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class C : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator.Other

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part.Other

Mission.Other

Flight Phase : Cruise

Airspace.Class C : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 874

Experience.Flight Crew.Last 90 Days : 148

Experience.Flight Crew.Type : 874

ASRS Report Number.Accession Number : 1808954

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Distraction

## Events

Anomaly.Conflict : NMAC

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

Detector.Person : Flight Crew

Miss Distance.Horizontal : 50

Miss Distance.Vertical : 150

Were Passengers Involved In Event : N

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

I was flying a helicopter near the south end of the ZZZ Class C airspace. I was flying over the ridgeline at about 1,700 feet when the Tower advised of Aircraft Y east about approaching my location. At that point Aircraft Y was about 500 feet above us and a mile west of our location. ATC tower also told the other aircraft of our location and he informed the tower that he had visual contact with us. I immediately descended near the ridgeline (to about 1,500 feet MSL) and turned south east away from the approaching aircraft. I saw him pass behind me. As I turned to look for him to my left I did not see him appear. At that moment my right seat observer saw him back on our right side (west) and he was descending and passing below us. At this point I was near a well known landmark (just outside the airport airspace) and was at 500 feet AGL. Aircraft Y passed below me and continued east. Tower did not give Aircraft Y any vectors to avoid conflict even after I turned away from the traffic. To my knowledge, the pilot of Aircraft Y was still in radio contact with the tower. Further, Aircraft Y flew through a TFR area about 45 minutes after this incident.

## Synopsis

Helicopter pilot reported a NMAC near a Class C airspace.

## Time / Day

Date : 202105

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Robinson R22

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Taxi

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Rotorcraft

Experience.Flight Crew.Total : 570

Experience.Flight Crew.Last 90 Days : 156

Experience.Flight Crew.Type : 570

ASRS Report Number.Accession Number : 1807828

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.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Other Person

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

During the final minutes of a long training lesson of emergency procedures my student and I were hovering at the departure end of Runway XX. We had just finished our last emergency procedure training pattern and were ready to head back to the ramp to stop our lesson. Where we were located, we needed to cross Runway XY/XZ to get to the ramp on the east side of the airport. Since my student is getting ready for a check ride and I am very comfortable with both her flying and communication skills with ATC I left it up to her how we would reposition. Due to the light wind an air taxi crossing the field and Runway XY/XZ was both appropriate and her final decision. She keyed up the mic on tower frequency and requested the air taxi back to our ramp as she, and others at the school, normally do many times a day. Unfortunately, the first transmission was blocked by additional traffic on frequency and her request did not go through. She knew this occurred since she heard the end of the other traffic's transmission, and ATC was advising that traffic that we were still on the runway. Once there was silence on the tower frequency, she made her request again. The next thing I heard was a traffic report from ATC advising her of an additional helicopter about two miles to the west and inbound to the same location we were going. My student acknowledged the advisory and advised we would be looking for that traffic as she started to proceed to air taxi to the ramp crossing Runway XY/XZ. Just as we were about to cross XY/XZ we heard an advisory from ATC that an airplane was cleared for takeoff and as the pilot was acknowledging his clearance, he inquired what the little helicopter was doing (us). I thought it was weird of the clearance for takeoff since we were in the process of air taxiing and about to cross the runway. Once past the runway and starting to land, ATC inquired with my student if she requested to cross Runway XY/XZ and she replied yes (thinking her transmission was received and by ATC giving her the traffic advisory he was aware of our movement). Unbeknownst to her or I, her second transmission was also walked on and not received by ATC. My student took the coincidental advisory of traffic as ATC's acknowledgment that we were intending to air taxi and cross Runway XY/XZ. It was confirmed upon landing by someone listening to ATC that neither of our requests had gone through. ATC had not heard her first or second transmission for the request and the traffic advisory was merely coincidental looking back on it. Luckily the traffic that was advised they were clear for takeoff on Runway XY had not even started rolling at the opposite end of the runway for their takeoff and they had also seen us and not started rolling until we past the runway. Looking back on the incident I know as an instructor I CANNOT let comfort and confidence with a student lead to complacency. I need to be on top of my game 100% of the time and make sure both myself and my student is both listening to and understanding radio traffic, and if we do not, we need to make sure we completely understand and get clearances before moving. This had the potential for a worse outcome and I most definitely have learned from it. I need to keep my eyes and ears 100% concentrated on the task at hand, and looking back on it I know my mind was still partially concentrated on our last emergency procedure training and how to debrief my student about it, and not on the "simple" task of taking the helicopter back to park it. Complacency has no place in the cockpit and this event has taught both my student and I a valuable lesson.

## Synopsis

Helicopter Instructor reported a runway incursion occurred when the student air taxied across the runway while traffic was waiting to take off. Instructor stated they did not realize the student's requests to ATC for crossing were blocked both times.



## Time / Day

Date : 202105

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.MSL.Single Value : 1200

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : MSP

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class B : MSP

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Airspace.Class B : MSP

## Person

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

Experience.Flight Crew.Last 90 Days : 140

ASRS Report Number.Accession Number : 1806271

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Vertical : 200

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

### Narrative: 1

On flight into MSP. I was PM (Pilot Monitoring) and at 1,200 feet AGL was told by ATC to look for a helicopter at 10:00 o'clock and 600 feet below. I did not see traffic and responded with "looking". The helicopter reported us in sight and they were told to pass behind the aircraft and he repeated that request. Shortly after, we got a TA and traffic was 200 feet below and close by at 11:00 o'clock. Captain deviated slightly from glide path and localizer but not to full scale deflection. At this time we looked to the left and the helicopter was only 200 feet away and banking hard to the right. It seemed as if he only just saw us. We continued and landed with no further incident. There's not much we could have done different, I believe the helicopter saw different traffic as he should have never been that close to us. Helicopter reporting us in sight and not providing adequate separation.

### Synopsis

Air Carrier flight crew reported TCAS Alert on approach to MSP airport.

## Time / Day

Date : 202105

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Pilatus Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Takeoff / Launch

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 10

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Taxi

Flight Phase : Landing

Airspace.Class D : ZZZ

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 7100

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 200  
ASRS Report Number.Accession Number : 1805237  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Human Factors : Situational Awareness  
Human Factors : Confusion  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 10  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I came close to 2 [helicopters] on departure in ZZZ. When I was taxiing out they called in a flight of 5 inbound for [Runway] XX. I responded that I was taxiing for [Runway] XX and I would hold short for them. While I was holding short, they flew overhead, and I only saw 3 definitive lights. 2 [helicopter] with white lights followed by 2 [helicopters] with barely recognizable dim green lights, and one in the back with a red beacon. They called clear on [Taxiway] XX as I watched the white and red lights clear the runway I could not see the dim green lights after they passed in front of me because they were barely recognizable. I made a radio call that I was departing on [Runway] XX. I taxied onto the runway with all my lights on, did not see any aircraft lights on the runway, and started my departure roll. Just as I was about to rotate I felt wake turbulence and decided to abort. I saw a black silhouette pass on my right, then another one. I cleared the runway. They claimed that they didn't call clear of the runway and that they had all their lights on. There was a pilot at [FBO] that told me they only saw 3 sets of lights and all appeared to have cleared the runway. He saw me abort and was confused as to why I did because he never saw the other 2 [helicopters].

## Synopsis

Pilatus Single Pilot reported coming close to 5 helicopters that were landing/taxiing while taxiing out for departure.

## Time / Day

Date : 202104

Local Time Of Day : 1801-2400

## Place

Altitude.AGL.Single Value : 0

## Environment

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Corporate

Make Model Name : EC135

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Mission : Ambulance

Flight Phase : Parked

## Person

Location Of Person : Hangar / Base

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 4500

Experience.Flight Crew.Last 90 Days : 45

Experience.Flight Crew.Type : 650

ASRS Report Number.Accession Number : 1803841

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Distraction

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

## Events

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

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

Detector.Person : Maintenance

Detector.Person : Flight Crew

When Detected : Pre-flight

## Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Software and Automation

Contributing Factors / Situations : Manuals  
Primary Problem : Manuals

## Narrative: 1

During an aircraft inspection, mechanics discovered that there were three Rotorcraft Flight Manual (RFM) revisions that had not been inserted into the aircraft RFM. It was further discovered that two of the missing revisions should have been put into the aircraft prior to our base receiving this aircraft. This aircraft was put into service at our base on Month X, 2020 so the RFM was not current for us since that date. The Pilot in Command (PIC) is responsible to ensure that a current RFM is on board the aircraft so all four PIC's did not do that when we received the aircraft and the aircraft was flown for almost 7 months. When we did discover that the revisions were missing, we were able to get the revisions emailed to us from an Airbus Tech Representative and they have since been inserted into the aircraft. After doing some research on why these revisions were not inserted, I feel there are larger issues that contributed to this. Pilots used to have access to software so the RFM revision status could be checked. We no longer have access to [the] software to the best of my knowledge. Base mechanics used to have access to it so they could determine revision status and make insertions when it came up as a part of their inspections. They no longer have access to the best of my knowledge. Are revisions available on TIPI (Technical Information Publication on Internet)? Do base pilots and/or mechanics have access to TIPI. Should TIPI be covered more thoroughly in ground school? I do not believe that the newer pilots to our base know what TIPI is. When we received this aircraft in Month 2020, there was no address update for the new aircraft location made to Company or Airbus. I do not know who is responsible to make this address change. That address update request has now been made. When I have done revision updates in the past for other aircraft, the revisions were always mailed to the base and inserted. Without the correct address update, we did not receive revisions in the mail. Where were the revisions mailed prior to our base receiving the aircraft? Were they mailed to another base where the aircraft was located. Was there an attempt made to make the insertions then and/or forward the revisions to our base?

## Synopsis

An Air Ambulance Helicopter pilot reported that their helicopters have been flying without current revisions to the Rotorcraft Flight Manual which had not been received by the company. The reporter stated revisions used to be available through software tools which are no longer available to pilots or maintenance technicians.

## Time / Day

Date : 202104

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : UOX.Airport

State Reference : MS

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 6

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : UOX

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Parked

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Flight Phase : Landing

Airspace.Class G : ZME

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Qualification.Other

Experience.Flight Crew.Total : 2940

Experience.Flight Crew.Last 90 Days : 15

Experience.Flight Crew.Type : 4750

ASRS Report Number.Accession Number : 1803071

## Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Event / Encounter : Other / Unknown

Detector.Person : Flight Crew  
Miss Distance.Horizontal : 140  
Miss Distance.Vertical : 0  
When Detected.Other  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I approached UOX from the east-northeast on an IFR plan and was in contact with Memphis Approach on 128.5. The controller was talking to other GA aircraft in the vicinity as well as two helicopters. When I had UOX in sight I cancelled IFR for a VFR visual approach to Runway 27. The controller advised no other aircraft in the vicinity of UOX. I announced my position and landing intentions on the UNICOM frequency 123.0. Upon landing I left the runway, entered the taxiway/ramp area and taxied to a designated tiedown spot on the ramp. As I turned into the south facing tiedown spot, and still monitoring 123.0, I spotted two [helicopters] approaching in low formation. One of the helicopters announced on the UNICOM "making formation landing, Runway 9, using the runway and taxiway". My familiarity with aircraft and helicopters made it clear that this was going to create a hazardous condition from propwash from those large helicopters. Due to an obstruction in front of my plane I could not taxi further away, nor was there time to take any evasive action. I told my passenger to hang on, we could be flipped over, and I was on the controls and brakes. The combined taxiway/ramp markings were just 140 feet from my aircraft. The propwash from the two [helicopters] was tremendous. Our plane was shaken badly, cones marking reserved parking spaces were blown hundreds of feet to the south, materials in an open hangar on the south side of the ramp were blown around. Fortunately, my post incident inspection revealed that my actions on the controls prevented damage to the aircraft. Had this landing of the [helicopters] occurred 5 minutes later, our aircraft would have been open, our baggage would have been out on the ramp, the plane would not have been tied down, and my [passenger] would have been blown to the ground. At that point there would have been injuries and damage to the aircraft. There is no excuse for training to be taking place in this manner at a public airport. There are important safety reasons for the separation of runways and taxiways.

## Synopsis

General Aviation Fixed Wing pilot report his parked aircraft was severely buffeted by rotor wash from landing helicopters.



## Time / Day

Date : 202104

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : CTY.Airport

State Reference : FL

Altitude.MSL.Single Value : 100

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CTY

Aircraft Operator.Other

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Ferry / Re-Positioning

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class E : ZJX

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : CTY

Make Model Name : Piper Aircraft Corp Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Flight Phase : Landing

Airspace.Class E : ZJX

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Other

Experience.Flight Crew.Total : 17000

Experience.Flight Crew.Last 90 Days : 95

Experience.Flight Crew.Type : 5000

ASRS Report Number.Accession Number : 1803031

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

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 250  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Human Factors

## Narrative: 1

After lifting from fuel pump area located midfield west side making a 90 degree clearing turn, and hover taxiing toward my departure point, a grass area just west of the runway's parallel taxi way, I announced my location and departure intentions on Unicom frequency. Just before my departure radio call we heard radio chatter by an aircraft in the pattern whose transmission/intentions were garbled and unclear. It is important to note that upon our initial arrival, a few minutes prior the favored runway was the one I was using. With that in mind, I started my northwest departure takeoff run parallel and adjacent to the runway. The west side of taxi way crossing the extended center line of an intersecting runway displaced threshold. At that moment my rear crew member alerted me that a Piper Twin was very close and approaching off our left side which I did not observe until it had passed over and just behind us and was about to touch down on the intersecting runway which we had just crossed the extended centerline of during our departure. From my observation as well as my 2 crew members, it appeared the Piper Twin landed without incident and made no evasive actions. No evasive action was taken by either aircraft and we observed the Piper Twin landing normally. Radio calls on Unicom were made between us immediately after the occurrence, recognizing the miscommunication and confusion of our positions and intentions, we then continued on to our next destination. Contributing factors were an uncontrolled airport with no declared active runway based on current wind direction. Garbled radio calls from aircraft in the pattern. Radio and intercom chatter in and out of our cockpit. Helicopter line of sight to the west southwest during clearing turn and initial takeoff run was blocked by fuel tanks, Fixed Base Operator building and distant tree line, therefore was not able to see the approaching Piper Twin. I was not aware which runway was currently the favored runway.

## Synopsis

A helicopter pilot departing a non towered airport reported a NMAC with an arriving aircraft.

## Time / Day

Date : 202104

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : EUG.Airport

State Reference : OR

Altitude.MSL.Single Value : 2000

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : EUG

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 : Descent

Route In Use.Other

Airspace.Class D : EUG

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : EUG

Aircraft Operator.Other

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Cruise

Route In Use : None

Airspace.Class D : EUG

## Person

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1802638

Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Airborne Conflict

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

Detector.Person : Air Traffic Control

Miss Distance.Vertical : 500

Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

Aircraft X was inbound on the RNAV Runway 34L approach. After they switched to my frequency, I issued traffic at their 10 o'clock and 10 NM eastbound. I was not talking to the VFR traffic that was crossing the approach path for Runways 34L and 34R. The traffic (Aircraft Y) called me up when they were about 2 NM from Aircraft X on a converging path and lower altitude. Aircraft Y was about 1 NM south of the EUG Class D. While they were about 500 feet below Aircraft X, and said they had Aircraft X in sight, it seemed to have the potential to cause an RA for the descent of Aircraft X. Aircraft X later called Aircraft Y in sight and passed 500 feet above them. Had the timing or weather been slightly worse, the situation could be much more dangerous. EUG should have a Class C airspace for the purpose of requiring VFR aircraft to be in contact with ATC while crossing the approach and departure paths at conflicting altitudes.

## Synopsis

EUG TRACON Controller reported an airborne conflict between an air carrier aircraft and a VFR helicopter. Controller suggested EUG should be a Class C airport requiring VFR aircraft to be in contact with ATC while crossing air carrier approach/departure paths.

## Time / Day

Date : 202104

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Relative Position.Angle.Radial : 145

Relative Position.Distance.Nautical Miles : 20

Altitude.MSL.Single Value : 1550

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

Aircraft Operator : Personal

Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

Make Model Name : UAV: Unpiloted Aerial Vehicle

Airspace.Class G : ZZZ

Configuration (UAS) : Multi-Rotor

Flying In / Near / Over (UAS) : Aircraft / UAS

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Flight Engineer / Second Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Engineer

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 38800

Experience.Flight Crew.Last 90 Days : 42

Experience.Flight Crew.Type : 150

ASRS Report Number.Accession Number : 1802595

Human Factors : Distraction

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Miss Distance.Horizontal : 30

Miss Distance.Vertical : 100

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

I was in a slow circle over a landmark when I saw what I thought was a bird slightly above and to my right. I dropped collective to about 1,200 ft. and watched the object pass to my right and above. The object appeared to be a drone with 4 rotors. I made a wide circle in an attempt to see who or where the drone operator was but was unable to locate.

## Synopsis

Helicopter Single Pilot reported a near miss with a drone at 1,200 ft.

## Time / Day

Date : 202104

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : I90.TRACON

State Reference : TX

Altitude.MSL.Single Value : 2000

## Environment

Flight Conditions : IMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.TRACON : I90

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Flight Phase : Initial Climb

Airspace.Class B : IAH

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1801234

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Troubleshooting

Human Factors : Workload

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.Inflight Event / Encounter : CFTT / CFIT

Detector.Person : Flight Crew

Detector.Person : Air Traffic Control

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Overcame Equipment Problem

Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Airspace Structure

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

Contributing Factors / Situations : Procedure

Primary Problem : ATC Equipment / Nav Facility / Buildings

## Narrative: 1

After opening my IFR flight plan the Controller cleared me [with] radar vectors climb 2,000 ft. heading 130 expect 3000 ft. [in] 10 minutes and contact Departure. I departed IFR and turned on course while climbing to 2,000 ft. At 1,000 ft., I attempted to contact Departure but didn't get a reply. I thought maybe I wasn't high enough so I continued my climb. At 1,300 ft., I heard the Controller talking with another aircraft so I waited until he was done and tried to make contact again. There was no reply. I confirmed I had the correct frequency and channel selected and tried again with no reply. The Controller then asked if I "was up" and I immediately replied thinking he heard me. He didn't reply back, so I tried again to contact him. Again, no reply. He again asked if I "was up" and I replied again with no response. At this point, I was level 2,000 ft. so I decided to contact Tower to let them know I couldn't contact Departure. The Tower Controller gave me another frequency and I contacted Departure with no issue. I was asked to climb to 3,000 ft. and was cleared to my destination Enroute, the Controller asked me to contact him when I landed. After landing, I called him and he asked why I didn't contact him after Departure. I explained that I tried several times and that I could hear him but he clearly couldn't hear me. He then informed me that I was 400 ft. below the Minimum Vectoring Altitude shortly before I finally contacted Departure through the different frequency. I honestly don't know what I did wrong. I know for a fact I had the right frequency in because I verified it several times and asked my medic to confirm. I also checked all other switch positions and even made sure my helmet was plugged into the correct jack. Everything was correct. In addition, I could hear the departure controller so I had to be on the right frequency. From the point I was switched from one frequency to the other, there were no communication problems. I can't explain how it happened.

## Synopsis

A departing Helicopter pilot reported they were initially assigned 2,000 feet then could not establish communications with ATC in a timely manner and ATC advised them they flew below the Minimum Vectoring Altitude.



## Time / Day

Date : 202104

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : SLN.Airport

State Reference : KS

Altitude.MSL.Single Value : 1300

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : SLN

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Airspace.Class C : SLN

## Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class D : SLN

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Qualification.Other

Experience.Flight Crew.Total : 800

Experience.Flight Crew.Last 90 Days : 135

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1800353

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Detector.Automation : Aircraft Terrain Warning  
Detector.Automation : Aircraft TA  
Miss Distance.Horizontal : 200  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was instructing while my student was performing a touch and go on Runway 36 at SLN when a Helicopter turned over the runway head on with me and passed roughly 200 feet above my aircraft during our initial climbout. SLN Tower had advised the Helicopter that there were three aircraft on Runway 36, which the Helicopter pilot acknowledged. However, SLN Tower did not call out the Helicopter traffic to my aircraft or the other aircraft in the pattern for Runway 36. The traffic alert popped up on my GPS, at which point I instructed my student to take evasive action by leveling off over the runway and staying below the Helicopter until it was behind us.

## Synopsis

GA flight instructor reported an NMAC during climbout while practicing touch and goes at SLN airport. Reporter stated the conflicting aircraft was never pointed out by ATC requiring a level-off evasive maneuver from the student.

## Time / Day

Date : 202104

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 100

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 350

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : ZZZ

Make Model Name : Helicopter

## 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

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1200

Experience.Flight Crew.Last 90 Days : 15

Experience.Flight Crew.Type : 1190

ASRS Report Number.Accession Number : 1799095

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

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

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 100  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

Before entering Runway XX I announced my intentions to depart and leave the area on a southeast heading. After my rollout about 400 feet down the runway I heard a helicopter pilot report his departure from the field left of Runway XX. He would be heading south. When I was airborne and climbing out I looked to my left and saw said helicopter about 100-150 feet off my left wing. I performed a hard climb and continued on runway heading until clear of the other aircraft.

## Synopsis

Cessna 350 pilot reported taking evasive action after takeoff due to a helicopter executing a simultaneous takeoff from the opposite end of the runway.

## Time / Day

Date : 202104

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

## Aircraft

Reference : X

Aircraft Operator : Corporate

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class C : ZZZ

Maintenance Status.Maintenance Deferred : N

Maintenance Status.Records Complete : N

Maintenance Status.Released For Service : N

Maintenance Status.Required / Correct Doc On Board : N

Maintenance Status.Maintenance Type : Unscheduled Maintenance

Maintenance Status.Maintenance Items Involved : Inspection

Maintenance Status.Maintenance Items Involved : Testing

## Component

Aircraft Component : Lubrication Oil

Aircraft Reference : X

Problem : Malfunctioning

Problem : Improperly Operated

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1434

Experience.Flight Crew.Last 90 Days : 121  
Experience.Flight Crew.Type : 1172  
ASRS Report Number.Accession Number : 1798831

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Deviation / Discrepancy - Procedural : Maintenance  
Detector.Person : Flight Crew  
Were Passengers Involved In Event : N  
When Detected : In-flight  
When Detected : Routine Inspection  
Result.General : Flight Cancelled / Delayed  
Result.General : Maintenance Action  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

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

## Narrative: 1

During a tour in ZZZ, at straight and level flight on my way to the landing zone, the helicopter seemed to be operating with reduced power when at max continuous power (MCP). Please keep in mind that during my preflight inspection of the helicopter in the morning, before conducting tours, I noticed no visible abnormalities. There was no low rotor RPM condition and no visible change in RPM throughout the tour. I noticed that with 2 passenger flights, earlier in the day, I was able to maintain MCP and 100 KIAS. Then, at the time of the occurrence, I noticed that with relatively the same weight in another 2 passenger flight that I was only able to maintain MCP and fly at 80 KIAS without decreasing in altitude. Given the 20 knot loss, I felt I should shut down prior to taking any more flights and just give the engine a once-over. Upon my inspection, I noticed oil spray over the engine on the helicopter's right side and some on the firewall. As a pilot, I felt at that point I needed to call our maintenance guy to give me his opinion on the situation. Our maintenance guy is also the Chief Pilot and Primary Manager of the company. He instructed me not to sell or take up any other flights with passengers. He then proceeded to tell me to fly the helicopter to ZZZ for him to come inspect it and make necessary repairs. Given the amount of oil I started with during pre-flight and the amount of oil in the engine after 2 hours of run time (the difference was 1.5 quarts burned, 8 quarts in the morning and 6.5 in the engine at the time of shutdown and pilot inspection) I felt I was within limits to fly the helicopter not even 5 minutes from the landing zone to Company at ZZZ. There was no oil light illumination in flight during that time or any time during tours. Both the oil temperature and oil pressure gauges were in the green. There has been a cracked cylinder on this helicopter before which resulted in reduced power as well. Given that, in my experience as a pilot, I believed this to be another cracked cylinder or maybe even a bad valve. I felt that my flight back to the airport was within limits. I topped off the oil, performed a power check and a magneto check prior to takeoff from the landing zone. I made my call to Tower, lifted off from the landing zone, flew my .03 flight over to Company, shutdown, and left back to ZZZ1 for Maintenance to handle it. This is the facts from my perspective, from what I was experiencing, to what I was told from Maintenance/Management, and how it was handled.

## Synopsis

Pilot reported after discovering a serious engine oil leak, he was directed to fly to another airport so it could be fixed, instead of getting a ferry permit.