

ASRS Database Report Set

Runway Incursions

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

Update Number36

Date of UpdateMarch 29, 2022

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

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



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: 1844562 *(1 of 50)*

Synopsis

A Flight Crew taxiing for departure from SBN reported they taxied onto a closed taxiway under construction and possibly committed a runway incursion due to an inaccurate airport diagram and poorly lit barriers.

ACN: 1839344 *(2 of 50)*

Synopsis

Pilot reported multiple go a rounds due to a person on and near the runway during approach to landing.

ACN: 1838853 *(3 of 50)*

Synopsis

Pilot holding short of the runway at a non-towered airport reported observing a a Critical Ground Conflict involving three aircraft in different phases of takeoff and landing.

ACN: 1834306 *(4 of 50)*

Synopsis

GA pilot reported that while taxiing across the runway at a non-towered airport, an aircraft that did not communicate their intentions it was taking off using a different runway at the same time.

ACN: 1834238 *(5 of 50)*

Synopsis

Flight Crew reported that after landing at an uncontrolled airport, another aircraft landed on the runway while they were back taxiing causing a runway incursion.

ACN: 1830963 *(6 of 50)*

Synopsis

A Tower Local Controller reported issuing a go around instruction to a landing aircraft after noticing another aircraft crossing the runway hold short lines.

ACN: 1829926 *(7 of 50)*

Synopsis

Pilot reported landing at a non-towered airport and having a ground conflict with an aircraft landing on an intersecting runway. Reporter indicated this event contributed to his inattention to airspace boundaries and an airspace violation later in the day.

ACN: 1828976 *(8 of 50)*

Synopsis

Pilot reported taxiing onto the active runway without announcing their intentions on CTAF and observed a business jet on takeoff roll. The Pilot immediately exited the runway, with the jet passing overhead, well above.

ACN: 1828505 *(9 of 50)*

Synopsis

Flight Crew reported a runway incursion caused by lack of communication between crew members and not confirming the taxi route.

ACN: 1828418 *(10 of 50)*

Synopsis

Air Carrier Captain reported observing a critical ground conflict at ORD airport when Runway 22R was being used as a taxiway.

ACN: 1825643 *(11 of 50)*

Synopsis

FLL Tower Controller reported a runway incursion caused by a vehicle entering the runway while an air carrier was flaring to land.

ACN: 1823740 *(12 of 50)*

Synopsis

LAX Tower Local Controller and the Local Assist Controller reported an aircraft which had been instructed to hold short of the runway taxied on to the runway at the same time a departure was beginning their takeoff roll.

ACN: 1823670 *(13 of 50)*

Synopsis

Flight crew reported runway incursion and ground conflict with landing aircraft at TVL non-towered airport.

ACN: 1823418 *(14 of 50)*

Synopsis

Tower Controllers reported a landing aircraft on short final was sent around when the ASDE-X alarm alerted the Local Controller to conflicting traffic landing on an intersecting runway. The Local Controller working both Local positions combined due to a lack of staffing was distracted by a previous arrival stopping on the runway causing the Controller to have to send a subsequent arrival around.

ACN: 1822382 *(15 of 50)*

Synopsis

A pilot departing SZT non-towered airport reported they taxied on to the runway to depart when they noticed another aircraft on short final. The pilot taxied off the runway onto the grass.

ACN: 1819718 *(16 of 50)*

Synopsis

Air Carrier Captain reported executing a go-around due to a fire truck entering the runway on short final to an airport when the Tower was closed.

ACN: 1817781 *(17 of 50)*

Synopsis

Air carrier flight crew reported confusion over their takeoff clearance when the aircraft's RAAS issued an aural warning at the same time the Tower Controller issued the clearance.

ACN: 1816628 *(18 of 50)*

Synopsis

Pilots reported during taxi for takeoff, the flight crew became confused and taxied onto the wrong runway, forcing another aircraft to rotate early to avoid a collision.

ACN: 1815968 *(19 of 50)*

Synopsis

Pilot reported communications issues with ATC led to a runway incursion and the tower directing the other aircraft to go around.

ACN: 1815691 *(20 of 50)*

Synopsis

Light aircraft pilot reported a runway incursion at HNL that resulted in a conflict with a departing aircraft that was able to climb safely above them.

ACN: 1814743 *(21 of 50)*

Synopsis

C172 pilot reported a Rejected Take Off near rotation speed after another aircraft entered the runway without communication.

ACN: 1814301 *(22 of 50)*

Synopsis

Air carrier flight crew reported near miss on runway due to incorrect ATC clearance at SNA airport.

ACN: 1813538 *(23 of 50)*

Synopsis

Flight instructor conducting a training flight at an uncontrolled airport reported crossing the runway hold line a short distance while another aircraft was on final.

ACN: 1809466 *(24 of 50)*

Synopsis

POU Tower Ground Controller reported a hanger blocks the view of the runway and issues related to the blockage.

ACN: 1809006 *(25 of 50)*

Synopsis

BUR Tower CIC reported an unsafe situation when the Local Controller mistakenly cleared an aircraft for takeoff with an aircraft on final to a crossing runway.

ACN: 1809003 *(26 of 50)*

Synopsis

DCA Tower Controller reported a runway incursion between two air carriers.

ACN: 1805892 *(27 of 50)*

Synopsis

GA flight instructor reported an NMAC during final approach to DED non-towered airport after an aircraft crossed the runway hold short line before stopping.

ACN: 1805663 *(28 of 50)*

Synopsis

Private pilot reported ground conflict during takeoff.

ACN: 1805648 *(29 of 50)*

Synopsis

GA flight instructor reported a conflict during landing at non-towered JWG airport. Reporter stated an aircraft had taxied on to their same landing runway requiring a go-around right after touching down.

ACN: 1805641 *(30 of 50)*

Synopsis

GA pilot reported a conflict during final approach to BQ1 non-towered airport resulting in a go-around.

ACN: 1804662 *(31 of 50)*

Synopsis

Flight crew reported after receiving clearance to line up and wait, they observed another aircraft taxi onto the runway.

ACN: 1804056 *(32 of 50)*

Synopsis

A Flight Instructor reported a vehicle entered the active runway at a non towered airport without communicating while their aircraft was stopped on the runway. Another aircraft had to go around due to the vehicle on the runway.

ACN: 1803852 *(33 of 50)*

Synopsis

Instructor pilot reported an aircraft landed behind them on the runway before they had exited the runway.

ACN: 1803684 *(34 of 50)*

Synopsis

A pilot taxiing for departure reported observing an aircraft taxi onto the active runway without a clearance as another aircraft was on landing roll.

ACN: 1801811 *(35 of 50)*

Synopsis

CE-525 flight crew reported communications failure caused a runway incursion and another aircraft to execute a go around.

ACN: 1801559 *(36 of 50)*

Synopsis

Pilot reported a rejected take off after communication problems with ATC resulted in Ground Conflict.

ACN: 1801556 *(37 of 50)*

Synopsis

PA28 pilot reported runway incursion during taxi.

ACN: 1801125 *(38 of 50)*

Synopsis

Air carrier Captain reported a ground conflict with a vehicle that had crossed the runway hold short lines during their landing roll requiring the Captain to immediately apply full brakes and thrust reversers.

ACN: 1798851 *(39 of 50)*

Synopsis

ATC Ground Controller reported giving incorrect taxi instructions to a crew resulting in a ground conflict. Controller reported the crews had not flown into their airport in a while due the COVID-19 pandemic, which may have contributed to the event.

ACN: 1798717 *(40 of 50)*

Synopsis

Eyewitness Pilot reported observing a critical ground conflict during taxi when an aircraft taxied onto a runway while another aircraft was on takeoff roll at ORD airport.

ACN: 1798314 *(41 of 50)*

Synopsis

CRJ-700 flight crew reported a Critical Ground conflict during takeoff roll and executing an uneventful rejected takeoff due to a taxiing aircraft crossing the runway.

ACN: 1798025 *(42 of 50)*

Synopsis

Local Controller who was in the 2 minute relief window observed a runway incursion that resulted in a ground conflict and cited COVID-19 related taxi procedure as a contributing factor. A Captain of one the aircraft also reported the event and stated communication issues with ATC a factor.

ACN: 1797718 *(43 of 50)*

Synopsis

Pilot of an open cockpit biplane reported a misunderstood communication from the Tower resulted in a runway incursion and a go-around from the aircraft on approach.

ACN: 1792656 *(44 of 50)*

Synopsis

A Local Controller reported they allowed an aircraft to taxi onto the runway for departure with insufficient spacing from a previous arriving aircraft.

ACN: 1792233 *(45 of 50)*

Synopsis

Pilot reported while on takeoff roll another aircraft over flew the departing aircraft and landed ahead.

ACN: 1791820 *(46 of 50)*

Synopsis

CNO Tower Controller reported a pilot was confused by their taxi instructions and taxied past the hold short lines before the Controller could stop them causing an aircraft on short final to go-around. The reporter states new taxiway markings are routinely confusing the pilots.

ACN: 1791775 *(47 of 50)*

Synopsis

An instructor pilot on short final at a non towered airport reported they ordered a go around when they observed a truck entering the runway

ACN: 1791765 *(48 of 50)*

Synopsis

Pilot reported confusion over airport layout and entered an active runway with landing traffic, causing critical ground conflict.

ACN: 1790870 *(49 of 50)*

Synopsis

ATC Controllers reported an airport vehicle did not hold short of the runway for landing traffic.

ACN: 1789831 *(50 of 50)*

Synopsis

Pilot reported on takeoff roll, a ground tug crossed the runway in use, resulted in aborted takeoff with evasive action.

Report Narratives

Time / Day

Date : 202110

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : SBN.Airport

State Reference : IN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Weather Elements / Visibility.Other

Aircraft

Reference : X

ATC / Advisory.Tower : SBN

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 : Cargo / Freight / Delivery

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1844562

Human Factors : Situational Awareness

Human Factors : Distraction

Human Factors : Confusion

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1844567

Human Factors : Distraction

Human Factors : Confusion
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Incursion : Taxiway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Chart Or Publication

Narrative: 1

As Captain of Aircraft X, inadvertently taxied onto an unmarked, newly constructed taxiway apron at night at South Bend (SBN). Taxi plan from the company ramp to runway 36 via taxiway B was thoroughly briefed. With an aircraft on 4 mile final for runway 36, ground requested that we expedite taxi across runway 18/36 at B (from west to east) with follow on instructions to taxi B-N-hold short runway 36 at N3. There is a lot of construction on the airfield but no NOTAM regarding construction of a new taxiway just north of the current taxiway B between runway 36 and taxiway N. That area is not lit. Crossing runway 18/36 on the current taxiway B from west to east requires a brief dogleg south on runway 18/36 that is not depicted on the Jepps airport diagram. The new taxiway apron under construction aligns more closely with the current airport diagram. It was also a very dark night. Poor construction lighting on the apron barriers, inaccurate taxiway diagrams, darkness, faded taxiway B center lines on the runway, and failure of the crew to stop earlier on the runway due to an "expedite" crossing clearance for an aircraft on final were the primary factors that contributed to us taxiing straight across Runway 18/36 and partially onto a newly constructed, closed taxiway before poorly lit portable barriers became visible. Once we realized our mistake there was not enough room before the portable barriers to turn around. Ground waved off the aircraft on approach because we were not sure if we were fully clear of Runway 36. The Company ramp said they were unable to tow us from that area so airfield operations confirmed that the apron could hold the aircraft weight, moved the portable barriers and allowed us to pull forward and conduct a 180 turn back onto runway 18/36. The remainder of the taxi and flight was uneventful. Inaccurate airport taxi diagram doesn't show dogleg on runway when crossing runway 18/36 on taxiway B, low light night ops, poorly lit barriers in apron under construction, no mention of apron under construction in NOTAMs, pilot error due to hesitancy to stop on the runway to discuss faded taxiway B markings on runway due to aircraft on 4 mile final and ground controller request to expedite runway crossing. More accurate airport diagram that shows that taxiway B is staggered on each side of runway 18/36, requiring a brief taxi along runway to cross between west and east on taxiway B.

Better lighting on barriers in apron under construction between taxiway N and runway 18/36 north of taxiway B. Include company note about staggered taxiway B.

Narrative: 2

On the evening of Date I was the First Officer for Aircraft X, a flight from SBN to ZZZ. I don't recall the exact reported weather, but it was a low overcast night. There is a lot of construction taking place at SBN so the Captain and I first briefed the taxi plan of how we would get from the Company ramp to runway 36 while in the Company Ops facility at SBN. Reviewing the airport diagram, our plan was to exit the east taxiway departing the Company ramp onto taxiway B. Once on B, we would have to taxi "straight" across runway 18/36 onto B, turn south on N which would take us to N3 for a full length departure from runway 36. During our cockpit departure brief, we once again briefed and reviewed our taxi plan as mentioned above. During our taxi, we exited the Company ramp onto taxiway B. As we approached runway 36, tower cleared us to cross runway 36 at B and expedite our taxi for an aircraft on a 4 mile. The Captain and I gained visual of the traffic on final, referenced our chart and proceeded to cross runway 36. Crossing Runway 36 on what we thought was B, we inadvertently taxied onto a new taxi apron under construction. I informed tower we could not verify if our tail cleared the runway, so Tower instructed the aircraft of final to go-around. The Captain and I received verification the new taxiway was greater than 120 feet, it was reported to be 150 feet, and we verified the area behind construction was usable. Ops confirmed the area was usable and received permission to move the barriers, and then show us the exact location where the hazard begins. Once the barriers were moved, we had appropriate space to execute a 180 degree turn. We executed our 180 degree turn and taxied onto 36 where we turned south on 36 to join taxiway B and continue with our flight. After the incident, the Captain and I reviewed the SBN taxi diagram. The diagram shows crossing 36 on B is "straight" across with no turn onto 36 to join B. In short, the area where B joins 36 from the west, is actually north of where taxiway B joins 36 to the east. We taxied straight across 36 and ended up in the new construction area. Incorrect airport diagram due to recent construction. The current airport diagram shows taxiway B is straight across when crossing runway 18/36. In reality, taxiway B on the east side of 18/36 is approximately 100 yards south of where taxiway B intersects the west side of 18/36. A turn south to back taxi onto runway 36 is required when crossing B from west to east.

Synopsis

A Flight Crew taxiing for departure from SBN reported they taxied onto a closed taxiway under construction and possibly committed a runway incursion due to an inaccurate airport diagram and poorly lit barriers.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 15

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Tiger (F11)

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Sea

Qualification.Flight Crew : Rotorcraft

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Glider

Experience.Flight Crew.Total : 8400

Experience.Flight Crew.Last 90 Days : 46

Experience.Flight Crew.Type : 5000

ASRS Report Number.Accession Number : 1839344

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

While preparing for landing at ZZZ, a left upwind leg was made to Runway XX at 1,000 ft. AGL to insure that the runway was clear at this uncontrolled airport and to check wind direction indicators on the ground. People and equipment were observed near the left side of the runway. One person was actually on the edge of the runway. They appeared to be working. NOTAMS were checked before takeoff; there were no NOTAMS for ZZZ. The flight was continued on upwind, crosswind, downwind and final legs. The person on the edge of the runway did not seem to be preparing to clear the runway for my aircraft to land. At about 100 ft. AGL a go-around was initiated. The flight was continued on upwind, cross wind, downwind and final legs. Again, the person on the edge of the runway failed to clear the runway; in fact he stepped out on the runway while I was on my final approach. Another go around was made. I had been announcing all legs in the pattern on Unicom frequency. While on upwind, crosswind and downwind legs of the third pattern, I called in the blind to see if there was anyone on the ground near the airport who could go and get the people away from the runway so I could land. Someone answered and said that he would do it. Shortly after that, the person who had been on the edge of the runway and on the runway at one point, moved away from the runway. The aircraft was landed without further incident. I thanked the person who had helped by having the people move away from the runway. He acknowledged my thanks.

Synopsis

Pilot reported multiple go a rounds due to a person on and near the runway during approach to landing.

Time / Day

Date : 202109

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Flight Phase.Other

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Mission : Skydiving

Flight Phase : Takeoff / Launch

Aircraft : 3

Reference : Z

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

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Aircraft : 4

Reference : A

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Not Flying
Experience.Flight Crew.Total : 225
Experience.Flight Crew.Last 90 Days : 49
Experience.Flight Crew.Type : 225
ASRS Report Number.Accession Number : 1838853
Human Factors : Confusion
Human Factors : Other / Unknown
Human Factors : Troubleshooting

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was completing my run-up at the arrival end of Runway XY of ZZZ when I witnessed a runway incursion event that could have resulted in two accidents involving three aircraft. Across the runway from me, Aircraft Y taxied up and was holding for landing traffic on Runway XY as well. I radioed the Aircraft Y pilot on CTAF to say that I would hold for her to depart first, since it was a skydiving ops plane and I was in no hurry. The landing traffic Aircraft Z touched down (it was a small single engine of some kind) and Aircraft Y taxied onto the runway as soon as Aircraft Z passed us. The Aircraft Y pilot did not wait for Aircraft Z to exit the runway and instead throttled up and began accelerating down Runway XY towards Aircraft Z which was still rolling out, about midfield. If this wasn't bad enough, another pilot [Aircraft A] on short final decided not to go around but instead to land on Runway XY with two aircraft ahead of him. I do not remember what type of aircraft this third plane was, a small single-engine of some kind. The Aircraft Y pilot had to abort her takeoff and slam on the brakes to avoid hitting Aircraft Z, which rolled all the way to the departure end of the field before finally exiting. Aircraft Y exited the runway just in time for Aircraft A to roll out behind it without a collision. What caused the problem: 1. While Aircraft Y might have been OK to "line up and wait" on Runway XY, she should not have begun her takeoff roll until the runway was clear. Pilot displayed impatience and was counting on Aircraft Z to exit promptly, which it did not. With traffic in the pattern, even the decision to line up and wait was not a very prudent one. 2. The third, landing plane should have executed a go-around. The runway was occupied with two aircraft ahead of it. 3. Smoke/haze in the area may have been a factor, although the visibility was at least 3-5 SM and I don't believe that the runway was obscured from view at any time.

Synopsis

Pilot holding short of the runway at a non-towered airport reported observing a a Critical Ground Conflict involving three aircraft in different phases of takeoff and landing.

Time / Day

Date : 202108

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Route In Use : Direct

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Plan : VFR

Flight Phase : Takeoff / Launch

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 2700

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 1800

ASRS Report Number.Accession Number : 1834306

Human Factors : Communication Breakdown

Human Factors : Confusion

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

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 300

Assessments

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

Narrative: 1

ZZZ was preparing for multiple taxiways being closed and aircraft back-taxiing to [Runway] X despite NOTAM prohibiting. Runway X was in use. It was the preferred calm wind runway and all aircraft were departing and landing 04. Taxi to X from the hangars requires crossing the approach end of [Runway] YY. I stopped at the hold-short line for YY, announced my intention to cross the runway, [and] turned on my strobes and checked for landing traffic in both directions. Not seeing any, I started to cross the runway and looked to my right, there was an aircraft on a takeoff roll on [Runway] Z. He did not announce he was taking off and did not have strobes or a landing light on. There was never any real chance of collision unless he aborted the takeoff and was going to run off the end of the runway, as the approach end of YY is at the very end of the runway. Several factors contributed to this chain of events. First, I scanned for landing traffic and did not consider an airplane taking off of Z as that runway is never used for takeoff. I've been at that airport for many years and never seen an aircraft take off on Z. Second, the pilot for some reason decided to use Z when all other aircraft and there were multiple aircraft flying, between coming and going for the airshow and high density of training on the field, were using X. Third, the pilot failed to broadcast he was departing Z, which he should have done multiple times just because all other aircraft were using X. I realize that a pilot is free to use any runway he chooses at an uncontrolled airport, but in this case with high density traffic and the favored runway being X, it was a poor choice. It does not excuse my failure to look both for landing and departing traffic. Perhaps the FAA should consider a rule change whereby airport management can actually designate an active runway at the field for given weather conditions.

Synopsis

GA pilot reported that while taxiing across the runway at a non-towered airport, an aircraft that did not communicate their intentions it was taking off using a different runway at the same time.

Time / Day

Date : 202108

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : INL.Airport

State Reference : MN

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : INL

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class E : ZMP

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : INL

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class E : ZMP

Person : 1

Location Of Person.Aircraft : X

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 : 1834238

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1834498
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 2000
Were Passengers Involved In Event : N
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

After we landed in INL we had a runway excursion with a GA aircraft. While on approach we heard the GA traffic make radio calls about being inbound about 3-5 miles north of the field. We notified them of our location of about a 10-mile final for Runway 32 and they said they would wait for us to land before landing themselves. They also called us, "In sight". After we landed we advised on the radio we were back-taxiing, and as we were turning around we saw the GA traffic landing while we were still on the runway. They stayed well clear of us and were able to exit the runway so we could back-taxi with no issues, and no evasive maneuvering was required at any point. GA traffic apparently not being aware of the risk of landing on a runway we were still on. While he had us in sight I did not have him in sight or on TCAS, and therefore did not know exactly how close behind us he was. Construction in INL requiring back-taxiing and therefore a longer landing time than usual that the GA traffic was probably used to. Try to advise GA traffic earlier if a need to back-taxi is required.

Narrative: 2

We were flying into an uncontrolled airport and made two-way radio contact with another aircraft north of the field coming into land on the same runway we were. He told us that he would let us go first since we were much faster than him and that he would follow us and be #2 to land. Normal radio calls occurred after that and we landed without incident. Because of construction there are no taxiway turn offs available on the runway and a 180 degree turn and back taxi is required. After coming to almost a stop and just about to turn around I made a radio call stating that we would be back taxiing on the runway. Once we just about completed our 180 degree turn we saw the other aircraft about 50 feet off the ground at the other end of the runway in his landing flare. So we pulled as far to the side of the runway as we could just in case he made it down to us. We stayed still until he landed and pulled off on the taxiway about 2,000 feet down the runway where we needed to exit. Once the other aircraft was clear we continued our back taxi to the exit point without incident. The other aircraft stated he saw us on about a one mile final and would be number 2 to land. A contributing factor could be that he never actually saw us or he just disregarded us. Being that he was in aircraft type he might have just assumed he had plenty of runway to land and turn in before us without it being an issue on his end. Poor communication on his end as well, very few radio calls almost all of them were non standard, no tail number, no position reports at all outside of being north of the field, and simply stating "I'll follow the jet". A pilot with little regards to aviation safety more or less. The only thing I could think of is maybe more communication. We could have tried getting back on the radio real quick and attempting to have the other aircraft go around. By the time we saw it however, he was basically on the ground

Synopsis

Flight Crew reported that after landing at an uncontrolled airport, another aircraft landed on the runway while they were back taxiing causing a runway incursion.

Time / Day

Date : 202108

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 700

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class B : ZZZ

Aircraft : 2

Reference : Y

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

Flight Phase : Taxi

Route In Use : None

Person

Location Of Person.Aircraft : X

Location Of Person.Facility : zzz.twr

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 32

ASRS Report Number.Accession Number : 1830963

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Human-Machine Interface

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : In-flight
When Detected : Taxi
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

SWAP night at ZZZ (Severe Weather Avoidance Plan). I had just arrived at work for the mid and taken over the two local positions from the outgoing controller. I settled in and started working the traffic and Aircraft X was one of the first few aircraft I cleared to land after taking over the position. It was VFR conditions after weather that had impacted the airport earlier had moved well out of the area. Everything seemed routine except it was busier than usual due to the weather delays as traffic was landing and departing on parallel runways. Ground Control was open and working the outbound departures to runway XXL. At ZZZ, traffic must cross runway XYR in order to access runway XXL because the runways are staggered. Ground control was taxiing Aircraft Y on taxiway 1 and I learned afterward that the aircraft was instructed to hold short of runway XYR. As Aircraft X was approaching runway XYR (our arrival runway) I noticed the taxi light on Aircraft Y was still illuminated and the aircraft seemed to still be in motion. I quickly scanned the ASDE-X (Airport Surface Detection Equipment) and as I looked up, Aircraft Y's data tag started to flash. I issued a go around clearance to Aircraft X as soon as I saw that Aircraft Y was not going to hold short. The ASDE-X did issue a go-around alert, but I had already been issuing the go-around clearance. I climbed Aircraft X to 3,000 feet on runway heading. As Aircraft X was starting into a stable climb, I issued a turn to a 300 heading away from the traffic departing runway XXL that had been cleared on a 245 heading prior to the go around and was already on departure roll. Aircraft X was then switched back to approach control for resequencing and landed about 10 minutes later without incident. Aircraft Y was then issued a runway crossing clearance by Ground Control and instructed to contact the Supervisor in the TRACON once the aircraft was parked on a taxiway. No recommendations. In a telephone interview with the flight crew by the Supervisor, it was learned that the crew was confused by the lights (ZZZ has wigwags at all the hold short lines and it is unmistakable where to stop for the runway) and failed to stop at the hold short line on taxiway 1.

Synopsis

A Tower Local Controller reported issuing a go around instruction to a landing aircraft after noticing another aircraft crossing the runway hold short lines.

Time / Day

Date : 202108

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Relative Position.Angle.Radial : 270

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 2700

Environment

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 6

Ceiling.Single Value : 6000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : RV-10

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Cessna 180 Skywagon

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3000

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 680

ASRS Report Number.Accession Number : 1829926

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Confusion

Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Object

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

While on a descent into ZZZ1 field I inadvertently dipped into ZZZ Class D airspace. Although I am acutely aware of the area airspace and very familiar with ZZZ, a moment of distraction due to very smokey/hazy conditions continued my descent into ZZZ Class D airspace. Upon realizing my mistake I immediately climbed up and clear of their D airspace. My best estimate is 30 seconds inside their airspace. The flight involved 2 passengers whom I invited for a flight and lunch at ZZZ2. It is clear to me that the hazy and smokey conditions contributed to my inattention. However, a much more egregious event occurred upon landing in ZZZ2 and more than anything preoccupied my thoughts. Upon arriving in the pattern at ZZZ2, there were 4 aircraft operating in a left hand pattern using Runway XX. I landed following an aircraft doing touch and goes and pulled off at the intersecting runway. I came face to face with a landing C180 who decided to use the cross runway and very narrowly avoided a collision. In the process of avoiding the landing aircraft I scraped my wingtip on a runway light. In 40 years of flying I have never dented or put a scratch in any airplane and although the damage to my wingtip is minor the event clearly preoccupied my thoughts on the way home and most likely contributed to my inattention to ZZZ's Class D airspace. In most cases when I operate around or especially under the veil our Class B airspace I set my altitude hold thus allowing me to pay more attention to traffic and other tasks. The smokey/hazy condition required hand flying to avoid pockets and areas of lesser visibility. Waiting for a better day would have been a better option.

Synopsis

Pilot reported landing at a non-towered airport and having a ground conflict with an aircraft landing on an intersecting runway. Reporter indicated this event contributed to his inattention to airspace boundaries and an airspace violation later in the day.

Time / Day

Date : 202108

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : SR22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

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

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 536

Experience.Flight Crew.Last 90 Days : 75

Experience.Flight Crew.Type : 361

ASRS Report Number.Accession Number : 1828976

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Human-Machine Interface

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

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

ZZZ, taxied from FBO to runway XX (announced movements on CTAF). Holding short of runway XX, switched to Center frequency. Third leg of the day, from ZZZ1 to ZZZ2 (via ZZZ3, ZZZ). Called Center to pick up IFR clearance. Center told me to standby. No word back after 3-4 min, so I called Center again. Once again told to standby. OAT was around 97 degrees, engine idling and oil temps starting to climb (a distraction/concern). Center finally called back (around 8-9 min from initial call) and gave a quick clearance - as filed, code, released and call again airborne. I read back the clearance. Typical chain of events, with hot weather, delays getting clearance, idling for a long time at the runway... So once released I taxied across the hold short line without calling again on CTAF. I checked final, and then the runway and noticed another plane on the runway at the other end (business jet, lights on). I immediately did a 180 and exited the runway - the plane at the other end was apparently already on the roll and departed well above us. Runway is 5,950 ft, so we were never very close...but clearly could have been a problem had I continued my takeoff roll. When I was on with Center, I was not simultaneously monitoring the CTAF frequency - so I never heard the other plane announce their departure. I also didn't switch back to CTAF and announce after being released so they didn't have any indication I was taking the runway. I should have been monitoring CTAF the entire time, and of course announced my intentions before moving. Factors include: multiple delays reaching Center, rising engine temps and concern about timing with Center, last of three long legs that day (one leg with weather over the Rockies), single-pilot (one non-pilot passenger), and probably allowing communications with Center to feel like a tower situation (release treated as takeoff clearance). Winds light. We had landed runway XX on the way in (as had other planes) - so wasn't expecting a plane to depart from the other end (but probably fit their direction of flight). Probably wouldn't have happened if I had departed VFR and picked up clearance in the air (stayed on CTAF on the ground), but I knew Center was reachable on the ground and figured I should just get clearance first. Should have monitored CTAF at the same time for situational awareness.

Synopsis

Pilot reported taxiing onto the active runway without announcing their intentions on CTAF and observed a business jet on takeoff roll. The Pilot immediately exited the runway, with the jet passing overhead, well above.

Time / Day

Date : 202108

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Corporate

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Flight Plan : None

Mission : Training

Flight Phase : Taxi

Route In Use : Visual Approach

Route In Use : Direct

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

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.Total : 7151

Experience.Flight Crew.Last 90 Days : 36

Experience.Flight Crew.Type : 900

ASRS Report Number.Accession Number : 1828505

Human Factors : Communication Breakdown

Human Factors : Human-Machine Interface

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 4396
Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 273
ASRS Report Number.Accession Number : 1828525
Human Factors : Time Pressure
Human Factors : Situational Awareness
Human Factors : Human-Machine Interface
Human Factors : Communication Breakdown
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 1000
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

Cleared by ground to taxi to runway XY via taxiway 1 and taxiway 2, Hold short of taxiway 2. Approaching 2, cleared to cross [runway XY]. I read back clearance. Captain acknowledged and said "cleared to taxi." ATC was busy with additional traffic and an approaching thunderstorm. While referencing aerodrome chart I looked up from my airport chart to reference the runway designated sign to see that we were crossing runway XY with an aircraft conducting its takeoff roll, I called "Go go go aircraft left" Departing aircraft was rotating and passed behind and 300+ feet above. We should have held until we both confirmed the appropriate taxi route, and verified correct route. Contributing factors: Captain unfamiliar [with] aerodrome. ATC workload, multiple commuter flights and firefighting aircraft. Approaching thunderstorm. Corrective actions: Improve CRM and aerodrome familiarity with expected taxi route verses cleared taxi route. Aircraft should not move until taxi route has been confirmed.

Narrative: 2

Taxi instructions were from [our present location] to RWY XY via left on taxiway 1, 3 to hold short of 2. Instructions were read back by the CP (Check Pilot) and verified by CA (Captain). Upon reaching taxiway 2, ground control amended clearance to RWY XY via 2 and by clearing us to cross RWY XX. The CP read back the taxi instructions and the CA acknowledged. The CP pointed out another aircraft on 2 that was holding for us and the CA acknowledged. The CP proceeded to verify the amended taxi route on an EFB. The CA proceeded to cross 2 and RWY XX at 3. The CP went heads up to notice departing traffic on RWY XX and stated "Go Go Go". Once clear of RWY XX the crew was notified by ground of a possible pilot deviation. Weather was CAVOK at the airport. Contributing factors were a takeoff brief being conducted at critical points on the taxi route and a large amount of traffic on the ground control frequency due to adverse weather in the area. Preventive measures in the future are to minimize briefings while the aircraft is in motion, for the pilot taxiing the aircraft to ensure proper taxi clearance is understood by stating their intentions at trigger points along the taxi route and for the pilot not taxiing the aircraft to ensure the correct taxi route is being followed while query the pilot taxiing the aircraft if any deviations start to develop.

Synopsis

Flight Crew reported a runway incursion caused by lack of communication between crew members and not confirming the taxi route.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Other

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ORD

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ORD

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ORD

Aircraft Operator : Air Carrier

Make Model Name : Widebody Transport

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Nav In Use : FMS Or FMC

Nav In Use : GPS

Flight Phase : Takeoff / Launch

Airspace.Class B : ORD

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 : 1828418
Human Factors : Troubleshooting
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Ambiguous

Narrative: 1

ATC direct failure to advise hold short of Runway 9C in the initial clearance. After the switch from Ground to another Tower frequency no instruction was given to hold short 9C. We were given clearance to taxi M1, M, right onto Runway 22R hold short of E. Aircraft Y was ahead of us given the same clearance hold short E monitor Tower 132.70. The Aircraft Y encroached Runway 9C as Aircraft Z was on its takeoff roll on 9C. ATC Controller yelled Aircraft Y stop! Immediately after Aircraft Z cancel takeoff clearance STOP! The Aircraft Z appeared from behind the hangars with the nose wheel off the ground in a slight right bank as the Controller said 'Do you see that plane'? Aircraft Y was given a number to contact the Tower. There are no "wig wags" installed at any intersections along this runway. There are no stop bars installed. There are multiple obstructions to visibility. Taxiing into the sun is a factor. Runway markings and signage is unacceptable for the size and scope of the runway, and it's intended use. New construction all around the airport with pilots returning to work from furlough, and layoffs or leave of absence. Trust bias that ATC is correct in the instructions given. Attempting to move aircraft with expedience rather than a structured taxi route. No designation of any "hot spots " on aeronautical

charts. Cease and desist using Runway 22R as a taxiway! The use of this Runway as a taxiway is the inevitable set up for a mass casualty accident!

Synopsis

Air Carrier Captain reported observing a critical ground conflict at ORD airport when Runway 22R was being used as a taxiway.

Time / Day

Date : 202107

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : FLL.Tower

State Reference : FL

Aircraft

Reference : X

ATC / Advisory.Tower : FLL

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : Visual Approach

Airspace.Class C : FLL

Person

Location Of Person.Facility : FLL.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 14

ASRS Report Number.Accession Number : 1825643

Human Factors : Situational Awareness

Human Factors : Distraction

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Vehicle

Anomaly.Ground Event / Encounter : Aircraft

Detector.Person : Air Traffic Control

When Detected : Taxi

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Air Traffic Control : Issued Advisory / Alert

Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

East operation, landing Runway 10L. Aircraft X was cleared to land Runway 10L as the aircraft began to flare over the runway the ground controller asked if I had someone on the runway. I quickly observed an unauthorized vehicle on the runway. I then Immediately initiated a go around to Aircraft X. Pilot was able to execute the go around just a few feet above the runway and before touching down. Better training for drivers operating vehicles that have to drive on or anywhere near active taxiway and runways. It was reported by the county that it was the drivers first day operating on a service road that runs parallel to an active taxiway.

Synopsis

FLL Tower Controller reported a runway incursion caused by a vehicle entering the runway while an air carrier was flaring to land.

Time / Day

Date : 202107

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : LAX

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : LAX

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location Of Person.Facility : LAX.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1823740

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X

Location Of Person.Facility : LAX.Tower

Reporter Organization : Government

Function.Air Traffic Control : Handoff / Assist
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1.5
ASRS Report Number.Accession Number : 1823730
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft Y had just landed and was instructed to hold short of H9 on H to protect for other arrivals that might exit at H9. When I was ready, I taxied Aircraft Y up to hold short of 25R at I. However, Aircraft Y didn't respond. I called him 3 times with no response. I cleared Aircraft X for takeoff on 25R. My assist asked ground control to see if Aircraft Y had switched frequencies and was just about to call approach to see if Aircraft Y had got back to that frequency when we saw Aircraft Y taxiing forward. I called Aircraft Y and verified he would hold short of Runway 25R which he read back with his call sign. Shortly after my **assist said "He's not going to stop!" Momentarily I didn't** believe it but quickly went to Aircraft Y and told him to stop. I then immediately cancelled Aircraft X takeoff clearance. Aircraft Y did stop with their nose about at the runway edge. Aircraft X was about at B2 when I cancelled their clearance. Aircraft X was already stopping before ASDE-X (Airport Surface Detection Equipment) alarmed. Aircraft X taxied back for departure and I crossed Aircraft Y. Maybe I shouldn't have departed Aircraft X with Aircraft Y not responding.

Narrative: 2

Aircraft Y was holding on taxiway H short of H9. Aircraft X was told to Line up and wait Runway 25R. Aircraft Y was then told to turn left at H and Hold Short Runway 25R. There was no response from Aircraft Y. The instruction was repeated again to Aircraft Y but still no response. I on Local Assist went to Ground Control to see if they had Aircraft Y on frequency which they did not. I noticed Aircraft Y start moving. Local Control reached out again with and repeated Hold Short Runway 25R. This time Aircraft Y responded and gave a good read back of Hold Short Runway 25R. Aircraft X was cleared for takeoff and started the departure roll. I first noticed that as Aircraft Y was turning at taxiway Lima approaching the hold bars it did not look like they were stopping, and verbal said that. I immediately said again that Aircraft Y is not stopping. Local Control told Aircraft Y to hold position and canceled the takeoff clearance for Aircraft X as they were between B3 and G. Two seconds later the Airport Surface Detection Equipment alarm went off for the occupied runway alert. Aircraft X exited Runway 25R at B4 and taxied back for departure. Aircraft Y continued the cross and went to parking. I don't know what to recommend to prevent this

from happening again as all the protocols were followed with correct read backs. I do not know if the Runway Stop Lights were working properly. I know there were issues with that system in the past with the red lights turning off early. But since it was daytime and Lima is not in a direct line of sight for those lights, I cannot know if the system was functioning properly.

Synopsis

LAX Tower Local Controller and the Local Assist Controller reported an aircraft which had been instructed to hold short of the runway taxied on to the runway at the same time a departure was beginning their takeoff roll.

Time / Day

Date : 202107

Place

Locale Reference.Airport : TVL.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Phase : Taxi

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Landing

Aircraft : 3

Reference : Z

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

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 2200

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 150

ASRS Report Number.Accession Number : 1823670

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

IFR flight plan filed TVL - ZZZ. 2 pilots. I was the designated SIC and the Pilot Flying for this flight. We elected to depart VFR and obtain our IFR clearance once airborne. We announced our taxi intentions for Runway 36. We noted a few aircraft in the area either landing or flying by the airport. As we held short of Runway 36 at intersection Bravo, we saw an aircraft on our TCAS at 1,700 feet AGL about 4 miles south of the airport heading toward the airport. I visually acquired the aircraft soon thereafter. After hearing no further traffic advisories from other aircraft, the PIC and I agreed to depart Runway 36. The PIC announced our intentions to depart Runway 36 and no further calls (from other aircraft) were initially heard. As we crossed the hold short line, the aircraft that we visually acquired earlier stated their intention to land Runway 36 and began descending. We immediately stopped the aircraft and told the other aircraft we were past the hold short line, but not on the runway surface. The other pilot acknowledged our location and continued their approach to landing. The PIC reiterated that we were already past the hold short line and the other pilot just acknowledged our location. No attempt to increase spacing through S-turns, a 360 or go around was made by the other pilot as we were stopped between the hold short line and the left edge of the runway surface (displaced threshold). Not knowing how fast the aircraft was going to approach the runway, we elected to stay put and maintain visual contact with the landing aircraft. As that aircraft landed, another aircraft (PC-12) announced their intentions to land while on a left base to final. Again, we announced we were past the hold short line but not on the runway surface. They acknowledged our location and continued to land while showing no attempts to increase spacing for us to move our aircraft. After the second aircraft landed, we departed Runway 36 without further incident.

Synopsis

Flight crew reported runway incursion and ground conflict with landing aircraft at TVL non-towered airport.

Time / Day

Date : 202107

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight / Delivery

Flight Phase : Landing

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Bombardier/Canadair Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class B : ZZZ

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet CL65, Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class B : ZZZ

Person : 1

Location Of Person.Aircraft : X

Location Of Person.Facility : ZZZ.TWR

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) : 10

ASRS Report Number.Accession Number : 1823418

Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Human-Machine Interface

Person : 2

Location Of Person.Aircraft : X
Location Of Person.Facility : ZZZ.TWR
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 22
ASRS Report Number.Accession Number : 1823423
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Time Pressure

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Other / Unknown
Anomaly.Ground Incursion : Runway
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : In-flight
When Detected : Taxi
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft X had landed [Runway] XXR and stopped on the runway to question the exiting instructions. This delay in exiting caused the next [Runway] XXR arrival to go around. Then, an airport vehicle requested permission to inspect the runway because there's some local airport procedure to sweep the runway behind a [type aircraft]. There was a full sequence of arrivals to [Runway] XXR and [Runway] XY. Then, while the Local Controller was sorting out the Aircraft X arrival, the succeeding go-around, and the airport vehicle, Aircraft Y ([Runway] XXR) and the Aircraft Z ([Runway] XY) tied at the intersection. ASDE-X (Airport Surface Detection Equipment) alarmed, Local Controller issued a late go-around. Actual time on position may not have been a factor, rather the lack of staffing to open

other positions and reduce the Local Controller's workload. There were only two of us in the tower at the time, simply because no one else was available. We had asked, and been told that we would be getting more people at XA: 30z. Positions in the TRACON were also combined, and despite the fact that management had kept 3 tower-certified controllers down [in the TRACON] to "get time", one controller was working both the runways Arrival position, and vectoring the final to Runway [Runway] XY having to sequence in with the intersecting [Runway] XXR arrivals. The search for more controllers is on-going. What else can one do, when asking for more staffing, and being told to just wait?

Narrative: 2

I was working Local Controls combined. I had Aircraft X land Runway XXR. I told the aircraft to exit the runway at taxiway. An airport vehicle asked to check the runway behind the Aircraft X as per our SOP (Standard Operating Procedure). Aircraft X then stopped at taxiway on the runway and asked if I was sure I wanted him to clear there as he is a [type aircraft]. I said affirmative. It was then too close for the next arrival to land safely so I sent him around. I then got the airport vehicle on to the runway but had to have him exit early as more arrivals were too close. It was then that the ASDE-X (Airport Surface Detection Equipment) alarmed informing me that the next [Runway] XXR arrival and [Runway] XY arrival were in conflict. I sent the [Runway] XXR arrival, Aircraft Y, around. Aircraft Y was about to touch down when he executed the go around. I had become distracted by the situation with Aircraft X and vehicle. By the time I was made aware of the tie between the [Runway] XY arrival and [Runway] XXR arrival the ASDE-X had alarmed. I would give more space behind Aircraft X to do the runway sweep and maybe have local controls split during the push.

Synopsis

Tower Controllers reported a landing aircraft on short final was sent around when the ASDE-X alarm alerted the Local Controller to conflicting traffic landing on an intersecting runway. The Local Controller working both Local positions combined due to a lack of staffing was distracted by a previous arrival stopping on the runway causing the Controller to have to send a subsequent arrival around.

Time / Day

Date : 202107

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SZT.Airport

State Reference : ID

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : SZT

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Airspace.Class E : ZSE

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : SZT

Make Model Name : Small Aircraft

Flight Plan : VFR

Flight Phase : Final Approach

Flight Phase : Landing

Airspace.Class E : ZSE

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3000

Experience.Flight Crew.Last 90 Days : 15

Experience.Flight Crew.Type : 700

ASRS Report Number.Accession Number : 1822382

Human Factors : Situational Awareness

Human Factors : Distraction

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Runway
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 10
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Forgot to look for landing traffic. I have never done that before. Got distracted? Pulled out onto the runway with a small aircraft on very short final. He did a go around. It was very close. Glad one of us was awake. I pulled off the runway onto the grass.

Synopsis

A pilot departing SZT non-towered airport reported they taxied on to the runway to depart when they noticed another aircraft on short final. The pilot taxied off the runway onto the grass.

Time / Day

Date : 202107

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : Marginal

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Medium Transport

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

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 : Multiengine

ASRS Report Number.Accession Number : 1819718

Human Factors : Distraction

Human Factors : Time Pressure

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Ground Equipment Issue

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Weather
Primary Problem : Human Factors

Narrative: 1

While on approach into ZZZ, an aircraft on the ground reported an APU fire message they had on approach and that they believed there was no fire. While we were on short approach into ZZZ a fire vehicle pulled out of the fire station and up to the hold short line and said they were going to cross the runway. We made two radio calls stating we were on short final and the fire vehicle stated that they know we are on short final and that they will be off the runway momentarily. We performed the balked [landing] in ZZZ at about 100 feet because the fire vehicle was still on the runway. We then returned back to the field and landed. [There was a] possible fire for [an] aircraft on [the] ground on the opposite side of [the] runway fire station. [It was] night time with rain that possibly lowered visibility from the ground, but flight visibility was at least 10 miles [and the tower was closed]. Enhanced training for operators of ground vehicles that may operate on the runway [is recommended].

Synopsis

Air Carrier Captain reported executing a go-around due to a fire truck entering the runway on short final to an airport when the Tower was closed.

Time / Day

Date : 202106

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737 MAX Series Undifferentiated

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Taxi

Component

Aircraft Component : Monitoring System

Aircraft Reference : X

Problem : Design

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 10373

Experience.Flight Crew.Last 90 Days : 81

Experience.Flight Crew.Type : 10373
ASRS Report Number.Accession Number : 1817781
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 887
Experience.Flight Crew.Last 90 Days : 156
Experience.Flight Crew.Type : 9200
ASRS Report Number.Accession Number : 1817755
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Very interesting set of circumstances led our flight today to take the clearance to "Line Up and Wait" that was meant for another aircraft in ZZZ [airport]. After we pushed off our gate, we were cleared to taxi to Runway XXR at [taxiway] 1 from our ramp via taxiways 2, 3 and 4. We were all done with our taxi out procedures and checklist by the time we were number 1 aircraft at the hold short line of taxiway 1 for XXR. Traffic was moving steadily, so the Captain taxied right up to just prior to the "Hold Short" line. This is where the weird circumstances happened for this event: The first thing that happened is the 737 MAX RAAS (Runway Awareness and Advisory System) EGPWS Aural Callout announced our

approach to Runway XXR as it is intended to do so. Also, at the exact same time, the Tower Controller gave a clearance for an aircraft to, "At XX Right, 1, line up and wait." What happened is that the two voices; of the RAAS, and the Controller, most likely blocked each other out to us, the crew. Since I was working the radio, I made the assumption that the Controller was calling us since we heard tail end of, "XX Right, at 1." I repeated back exactly, "Line up and wait Runway XX Right, at 1, [call sign]." After that we did not hear anything from the Controller as the Captain taxied into position for the hold. As we were taxiing onto the runway, I noticed from the opposite side of the runway at Taxiway 5, Aircraft Y taxiing what looked like across the runway to me. As the Captain rounded out the turn to line us up with the runway, we hear the Controller say, "Well, that's interesting." He then proceeded to tell us that we had taken the clearance for Aircraft Y to line up and wait. I then proceeded to apologize, but that I had also read back to him the clearance. Since Aircraft Y was behind us on the runway, the Controller just told us to hold position, and he proceeded to re-shuffle the order, and was able to let us go first in front of Aircraft Y. We got a clearance for takeoff and had a non-eventful departure. As the Controller handed us over to Departure Frequency, he stated, "Upon further review, I think I screwed that up, no worries, contact Departure." At that point we started formulating a theory on what may have happened and the Captain and I started to debrief it in late climb out, and cruise flight. What I believe happened, is that when the RAAS created the aural warning that we were approaching runway XXR at intersection 4X, was the exact time where the Controller called Aircraft Y to line up and wait. BUT, upon further review of the audio of ATC, the Controller gave out the wrong taxi way intersection to Aircraft Y. What we both heard right after the RAAS had completed its aural callout, is the tail end of the clearance. Even though Aircraft Y was on taxiway 5, Tower gave out the incorrect clearance of "Aircraft Y, Runway XXR at 4X, line up and wait." At this point, I believe either both the Aircraft Y pilot and I probably keyed the mic at the same time, and repeated back the same clearance since we assumed we heard the tail end of the clearance as "XXR, at 4X, line up and wait." Or, maybe I read back the clearance first and the Aircraft Y pilot also assumed since he heard me take the clearance that it may have been for us only? That I don't really know.

Narrative: 2

I was taxiing to Runway XXR at [taxiway] 4X. I was approaching the runway hold short line as Aircraft Y in front of us received their takeoff clearance. I kept the aircraft rolling and was applying the brakes to stop just short of the hold short line when the MAX aircraft that we were in gave us the [aural alert] "Approaching Runway XXR"...at the same time Tower gave the clearance to line up and wait. The [aural alert] "Approaching Runway 28R" occurred simultaneously with the call sign when Tower said "[Call sign], XXR at 4X, line up and wait." The First Officer read back the instructions. Tower did not correct the read back. We were the only aircraft in position to take the runway at XXR at 4X. I continued taxiing onto XXR at 4X and as I was turning onto the center line, Tower said "Oh isn't that interesting", and then "[Call sign], you took Aircraft Y's clearance." I had seen Aircraft Y on the other side of the runway, farther east, at [taxiway] 5. And he was actively stopping short of XXR at 5. The Controller basically said "that is ok, Aircraft X will go first." He advised us to hold in position, he then cleared us for takeoff. After takeoff he said that "upon further review, it looks like I messed up."

Synopsis

Air carrier flight crew reported confusion over their takeoff clearance when the aircraft's RAAS issued an aural warning at the same time the Tower Controller issued the clearance.

Time / Day

Date : 202106

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : TEB

Aircraft Operator : Air Carrier

Make Model Name : Small Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : None

Airspace.Class D : TEB

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : TEB

Aircraft Operator : Air Carrier

Make Model Name : Light Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Airspace.Class D : TEB

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 : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1900
Experience.Flight Crew.Last 90 Days : 85
Experience.Flight Crew.Type : 390
ASRS Report Number.Accession Number : 1816628
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 7000
Experience.Flight Crew.Last 90 Days : 160
Experience.Flight Crew.Type : 1500
ASRS Report Number.Accession Number : 1816662

Person : 3

Location Of Person.Aircraft : Y
Function.Flight Crew : Pilot Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 8055
Experience.Flight Crew.Last 90 Days : 172
Experience.Flight Crew.Type : 1350
ASRS Report Number.Accession Number : 1816705
Human Factors : Workload
Human Factors : Troubleshooting
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 30
Were Passengers Involved In Event : N

When Detected : Taxi

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

After starting engines on the ramp at TEB, Aircraft X received the following instructions from the combined TEB Tower/Ground control: "Aircraft X, Runway 24 taxi via Papa, Lima, hold short 19." Upon receiving this ATC instruction, both crew members briefed the taxi route to include a left turn from the ramp onto Papa, a right turn on Lima, and hold short of the crossing runway. Shortly after turning left from the ramp onto taxiway Papa, Aircraft X received amended instructions from Tower/Ground: "Aircraft X, cross Runway 19 at Lima." Shortly afterwards, another aircraft (Aircraft Y) received a clearance to takeoff on Runway 24. Upon reaching the intersection of Papa and Lima taxiways, Aircraft X turned right onto Lima and proceeded to cross the runway. All aircraft lights were illuminated, the Pilot Flying (from the left seat) announced "clear left," and the Pilot Not Flying announced "clear right" after a visual inspection of the runway environment. When Aircraft X was approximately halfway across the runway, a small-to-midsize jet passed low overhead after rotating from its takeoff roll on Runway 24 (the runway Aircraft X still believed, at the time, to be Runway 19). Among the resulting radio chatter, the departing aircraft asked what Aircraft X was doing on the runway, and tower responded "They were not supposed to be there, sir." Aircraft X responded with the assertion that we had been cleared to cross. Only after the tower responded did the crew of Aircraft X realize that we had been crossing Runway 24 instead of 19 as assigned. Aircraft X continued clear of Runway 24 and continued taxiing at ATC's instruction. Improper/incorrect taxi briefing between crew members. Both crew members failed to properly identify the branch of taxiway Lima that leads to Runway 19, and instead improperly concluded in the pre-taxi brief to make a right turn, rather than the correct left turn, at the Papa/Lima intersection. In reviewing the event, both crew members concluded that the taxiway diagram used to plan the taxi route had been zoomed in too far to properly identify the entire assigned taxi route. Combined Tower/Ground frequency. After receiving the clearance to cross Runway 19 at Lima, Aircraft X did not hear any corrective instructions or warnings from ATC following the improper right turn at Lima. Additionally, ATC did not specify a left or right turn at the Lima intersection. Acute angle between taxiway Lima and Runway 24 limited visibility of oncoming traffic. After turning right onto Lima, the approach end of Runway 24 was partially obscured by the sharp viewing angle behind the left-seat pilot's left shoulder. Misinterpretation of ATC instruction to "cross Runway 19 at Lima." This instruction was received as Aircraft X approached the Papa/Lima intersection, after which both crew members concluded that we had been instructed to turn right onto Lima and cross the runway. Failure to identify runway identification markings. Neither crew member noticed the Runway 24 identification markings while making the right turn onto Lima. After completing the turn onto Lima, all runway identification markings were behind the crew's field of view.

Narrative: 2

During our takeoff roll, (Runway 24) I was the Pilot Monitoring. As we passed approximately 105 kts indicated Pilot Flying stated "he's not stopping " I looked up and noticed an aircraft from right to left had entered Runway 24. Without hesitation Pilot Flying rotated the aircraft. Our track took us directly over the other aircraft.

Narrative: 3

During takeoff roll on Runway 24 TEB, an aircraft traveling northeast on Taxiway P incorrectly turned right from Taxiway P on to Taxiway L and crossed the hold short entering Runway 24 in front of us, (they were cleared to continue north on Taxiway L and cross 19 on Taxiway L). I was Pilot Flying, I had no time to stop once I noticed the airplane continuing beyond the hold short area, and beginning to enter Runway 24. I stated "What's this guy doing, he's not stopping" at which time Pilot Monitoring looked up from his duties. We were beyond 80 KTS but possibly under V1, as Pilot Monitoring was now looking at the airplane entering the runway in front of us. I felt the airplane had enough energy to fly at which time I pulled back reasonably hard on the controls, we rotated and flew over the aircraft which was approximately 100% on Runway 24, I estimate we cleared the airplane by 20-30 feet.

Synopsis

Pilots reported during taxi for takeoff, the flight crew became confused and taxied onto the wrong runway, forcing another aircraft to rotate early to avoid a collision.

Time / Day

Date : 202106

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SJC.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : SJC

Aircraft Operator : Corporate

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Taxi

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 C : SJC

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 4500

Experience.Flight Crew.Last 90 Days : 80

Experience.Flight Crew.Type : 2500

ASRS Report Number.Accession Number : 1815968

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Were Passengers Involved In Event : N
When Detected : Taxi
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

On above time and date at SJC I taxied from FBO to 30L at intersection C for departure. Upon completing the run up at about a 45 degree angle to runway facing departure end, I switched frequency to Tower frequency and immediately heard tower call me asking if I was ready. I responded in the affirmative. Tower's response was partially stepped on but I thought I was given take off clearance with an advisory of traffic on 2 1/2 mile final. Since with Tower's initial call to me asking if I was ready I sensed possible urgency and in my attempt to assist in that perceived urgency I quickly ran through pre take off flow and turned aircraft perpendicular to runway which placed the aircraft partially over the hold short line. Upon becoming perpendicular to runway I looked for the said traffic on final and saw the traffic not on 2 1/2 mile final but on short final. I immediately stopped the aircraft at which time Tower urgently advised me to hold short. I believe the tail of the aircraft was approximately at the hold short line with of course the rest of the aircraft beyond the hold short line. The Tower did advise the landing traffic to go around. After take off I was given a phone number to call. Immediately upon landing I called said phone number as requested and discussed occurrence with Tower.

Synopsis

Pilot reported communications issues with ATC led to a runway incursion and the tower directing the other aircraft to go around.

Time / Day

Date : 202106

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : HNL.Tower

State Reference : HI

Environment

Weather Elements / Visibility.Visibility : 10

Aircraft : 1

Reference : X

ATC / Advisory.Tower : HNL

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : HNL

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Mission : Ambulance

Flight Phase : Takeoff / Launch

Airspace.Class B : HNL

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 317.3

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 317.3

ASRS Report Number.Accession Number : 1815691

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Vertical : 30
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

[We] departed HNL for a training flight. This was both a biannual flight review and a night currency flight to be shared between us. It was an uneventful flight with training completed as needed. Upon returning to HNL and accordance with the Approach Controllers, we held over Ford Island for sequencing. We were then given clearance to land on Runway 8L. The landing was uneventful. Taxi instructions were then given to us - turn right on taxiway G, left on B, right on E, and hold short of Runway 4L, the left seat pilot read back the instructions verbatim and confirmed the hold short instructions. We began to taxi, and then I took the the flight controls midway down Bravo. The intersection of taxiway B and E is listed as Hotspot 3 on the HNL Airport Diagram. Before we arrived at E, Tower made another call to confirm the hold short instructions and they were read back correctly, again from the left seat pilot. As we made the turn from B to E, we did not see the Runway 4L hold short lines and unknowingly taxied onto an active runway. This near 30 feet horizontal runway incursion put us directly in front of a departing [aircraft]. The [aircraft] was at rotation speed when they spotted us in front of them and [they] were able to lift off and bank the airplane to the right, overflying us. I had control of the aircraft from the right seat at the time, but the responsibilities between the two of us were unclear and controls were exchanged on the ground, but radio were handled from the other pilot. Also adding to the confusion was a lack of experience and recency with night operations in general, night operations at HNL, never having landed on runway 8L or taxied from 8L - I only had one other night flight at HNL X months prior. All of these factors contributed significantly to this inadvertent runway incursion and near miss.

Synopsis

Light aircraft pilot reported a runway incursion at HNL that resulted in a conflict with a departing aircraft that was able to climb safely above them.

Time / Day

Date : 202106

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Student

Qualification.Other

Experience.Flight Crew.Total : 50

Experience.Flight Crew.Last 90 Days : 40

ASRS Report Number.Accession Number : 1814743

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Incursion : Runway
Miss Distance.Horizontal : 1500
Miss Distance.Vertical : 0
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Runway incursion by unidentified single engine airplane during reporting pilot's takeoff roll, causing reporting aircraft to have to abort takeoff at approximate rotation speed. No radio calls appear to have been made by offending aircraft prior to entering runway. Offending pilot's intention appears to have been to depart runway in opposite direction of reporting aircraft's departure direction.

Synopsis

C172 pilot reported a Rejected Take Off near rotation speed after another aircraft entered the runway without communication.

Time / Day

Date : 202106

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : SAN.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Ramp : SAN

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : SNA

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Landing

Flight Phase : Final Approach

Airspace.Class C : SNA

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1814301

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

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

Assessments

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

Narrative: 1

We were instructed to line up and wait while the aircraft that just landed rolled out and exited the runway. While we were in position, Tower became busy talking to other aircraft on frequency. The next radio call for us was to exit the runway at C2. While exiting, a cleared to land aircraft was heard asking "is that an airplane on the runway?" Tower instructed them to not overfly us, that we were exiting the runway. They were never instructed to go-around, instead to offset. We observed them offsetting slightly as to not fly directly over the top of us as they continued to land. Tower becoming busy and possibly forgetting about us on the runway, and the landing aircraft not executing a go-around when they became aware of us in position on the runway, both contributed to the near miss. Query ATC when any delay in position.

Synopsis

Air carrier flight crew reported near miss on runway due to incorrect ATC clearance at SNA airport.

Time / Day

Date : 202106

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PWT.Airport

State Reference : WA

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3500

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : PWT

Aircraft Operator.Other

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part.Other

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Airspace.Class E : PWT

Aircraft : 2

Reference : Y

Aircraft Operator.Other

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part.Other

Flight Phase : Final Approach

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class E : PWT

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 2500

Experience.Flight Crew.Last 90 Days : 60

ASRS Report Number.Accession Number : 1813538

Human Factors : Situational Awareness

Human Factors : Confusion

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Ground Incursion : Runway

Miss Distance.Horizontal : 80

Miss Distance.Vertical : 50

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Traffic on final called 3 miles. Student began to take [the runway] for takeoff with my approval. By the time student completed radio call and proceeded past hold short, aircraft on final called 1 mile. We stopped our aircraft and the approaching plane landed. We did not enter the runway, but we were past the hold short [line].

Synopsis

Flight instructor conducting a training flight at an uncontrolled airport reported crossing the runway hold line a short distance while another aircraft was on final.

Time / Day

Date : 202105

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : POU.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : POU

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Taxi

Airspace.Class D : POU

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : POU

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Landing

Route In Use : None

Airspace.Class D : POU

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : POU

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Takeoff / Launch

Airspace.Class D : POU

Person

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Developmental

ASRS Report Number.Accession Number : 1809466

Human Factors : Confusion

Human Factors : Troubleshooting

Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Ground Equipment Issue
Anomaly.No Specific Anomaly Occurred : Unwanted Situation
Detector.Person : Air Traffic Control
When Detected : Taxi
When Detected : In-flight
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Environment - Non Weather Related

Narrative: 1

Two Controllers in the Tower. I was on Ground Control. Aircraft X landed long on Runway 24 and appeared to be able to exit at [Taxiway] H. Aircraft X was instructed to exit at [Taxiway] H but delayed for a reason that was not communicated to the controllers. Aircraft X was then instructed to exit onto [Taxiway] A at the end of the runway, as it appeared, they were making a turn that was too tight to exit at [Taxiway] H in a timely manner. Aircraft X then began a high-speed taxi to [Taxiway] A, at which point tower sent Aircraft Y traffic on final around. I was scanning the runways and observed Aircraft X make a turn and clear the runway edge lines with all parts of the aircraft. At that time, the Local Controller cleared Aircraft Y for takeoff, while Operations called the Tower on our high frequency radio asking if Aircraft X required assistance. Aircraft X was still taxiing at this time, but had not contacted Ground, as they were not observed beyond the hold short lines. Aircraft X was not visible due to a hangar west of the tower obstructing the view of "[Taxiway] A" that Aircraft X was using. Local Controller issued a cancel takeoff instruction out of abundance of caution because Aircraft X was not observed in a timely manner by GC (Ground Control) or LC (Local Control). The instruction was stepped on, and it was decided that it would be less safe to reissue the instruction as Aircraft Z was now rotating and Aircraft X had been observed clear of runway. When Aircraft X contacted Ground, Ground Control instructed Aircraft X to expedite taxi past the hold short lines for Runway 24 and then observed the aircraft again visually. The hangar west of the tower presents an imminent safety concern that diminishes ATC's ability to provide safe, orderly, and expeditious service to the users of POU. The hangar needs to be lowered, or the tower needs to be raised.

Synopsis

POU Tower Ground Controller reported a hangar blocks the view of the runway and issues related to the blockage.

Time / Day

Date : 202105

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BUR

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : BUR

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 : Landing

Route In Use.Other

Airspace.Class C : BUR

Person

Location Of Person.Facility : BUR.Tower

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 9

ASRS Report Number.Accession Number : 1809006

Human Factors : Situational Awareness

Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Runways 8/15 in use. Arriving Runway 8 and departing Runway 15. I was on CIC at the time of this event. I was monitoring the LC (Local Control) frequency as required, but there are often times when I'm monitoring the frequency and not hearing everything since I am performing other CIC duties such as phone calls, sector assignments, coordination with the airport authority about NOTAMs, weather briefings, facility log updates, etc. At the time this situation started, I was talking to the training team on GC (Ground Control) so I did not hear the clearance given to Aircraft X, who was taxiing up Taxiway A and had been given an IFR release off Runway 15 from TRACON. After I finished talking with GC, I sat back down at the CIC position. Aircraft Y was on about a 1.5 mile final to Runway 8 as I saw Aircraft X taxiing onto Runway 15. This is completely normal to see, as we often LUAW (Line Up and Wait) our Runway 15 departures so that we can clear them for takeoff as soon as the Runway 8 landers roll through the intersection. When Aircraft Y was just about to flare for Runway 8, I noticed that Aircraft X appeared to be starting his roll. I asked LC, "Is Aircraft X rolling? Did you LUAW him or clear him for takeoff?" LC said he didn't think he had cleared him for takeoff. I told him to cancel Aircraft X's takeoff clearance immediately, which he did. The aircraft had rolled about 1,000 to 1,500 feet by the time they aborted. After this incident, a supervisor listened to the tapes and confirmed that LC had indeed cleared Aircraft X for takeoff. I'm not sure whether it was inadvertent and he meant to give him a LUAW clearance or whether he just forgot about Aircraft Y on final. Don't fall into a sense of complacency. Don't allow distractions to take your focus away from your primary duties. I am often teased about it, but when we are busy with many critical situations happening at once, and especially when we have CIC combined with GC, I will not answer the outside phone line until our traffic isn't as busy. I don't want to take my eyes off the busy operation in order to get a phone call from the airport authority about a NOTAM for a taxiway light bulb that's going to be OTS (Out of Service) during the mid-two weeks from now. (CIC was not combined in this situation) LC's scan should have been focused more heavily on making sure that Runway 15 traffic was not moving when Runway 8 traffic was on short final. When I brought it to his attention seemed to be the first he noticed the situation.

Synopsis

BUR Tower CIC reported an unsafe situation when the Local Controller mistakenly cleared an aircraft for takeoff with an aircraft on final to a crossing runway.

Time / Day

Date : 202105

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : DCA

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : DCA

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : None

Person

Location Of Person.Facility : DCA.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 11

ASRS Report Number.Accession Number : 1809003

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Air Traffic Control

When Detected : Taxi

Result.Air Traffic Control : Issued Advisory / Alert

Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was working Local Control. Ground Control was open as well. Ground Control taxied Aircraft Y to Runway 1. Around the same time, I cleared Aircraft X for takeoff. Aircraft X was rolling through the intersection of Runway 4/22 when Ground Control keyed up yelling "Stop! Stop! Aircraft Y, stop!" I looked down the runway and saw Aircraft Y crossing the hold short line of Taxiway Mike and taxiing onto Runway 1. I keyed up to cancel Aircraft X's takeoff clearance but realized they were past V1 and would not be able to stop so I un-keyed after saying the callsign only. Aircraft X departed without incident. Aircraft Y was instructed to make a right turn on Runway 1 and exit at Taxiway Golf. I believe the pilot was not paying adequate attention when he taxied out and didn't realize he was impeding on Runway 1.

Synopsis

DCA Tower Controller reported a runway incursion between two air carriers.

Time / Day

Date : 202105

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DED.Airport

State Reference : FL

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : DED

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Airspace.Class G : DED

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Taxi

Airspace.Class G : DED

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 643

Experience.Flight Crew.Type : 612

ASRS Report Number.Accession Number : 1805892

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

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

Assessments

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

Narrative: 1

I was the instructor with a student training for a private pilot check-ride. The runway in use was Runway 30. My student entered mid-field left downwind for Runway 30 and made all appropriate calls. For example 10 miles out, 5 miles out, entering mid-field left downwind, left base, and final on the CTAF frequency. As we turned base another aircraft took off and was climbing out as we turned final. When my student was coming in, student was preparing to do a soft field landing. There was also active parachuting going on. When we were extremely short final the plane holding short of the runway made a call to say they were departing Runway 30 as we were coming down crossing over the threshold. They immediately started rolling toward the runway and I said "Wait! Wait!" on the frequency. My student was starting the rounding out process and they immediately came to a stop just across the hold short line and said something about stopping on the frequency as we were touching down. I do not recall the call sign of the airplane that caused the runway incursion. We full stopped and taxied back and they departed. The aircraft was clearly not paying attention to our calls and either did not see us on final or did not look.

Synopsis

GA flight instructor reported an NMAC during final approach to DED non-towered airport after an aircraft crossed the runway hold short line before stopping.

Time / Day

Date : 202105

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Night

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cheetah, Tiger, Traveler AA5 Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : .1

ASRS Report Number.Accession Number : 1805663

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Incursion : Runway
Detector.Person : Ground Personnel
Miss Distance.Horizontal : 7000
Miss Distance.Vertical : 200
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

After my runup at Runway XXR, I proceeded to hold short of Runway XXR at Taxiway 1. I announced on CTAF "Grumman Tiger is taking Runway XXR for left downwind departure". Having heard no response, I entered on the runway and started my roll. I was airborne before passing Taxiway 2. About 30 seconds later I heard "Cessna [...] clear of Runway XXR at taxiway 3". I assumed someone was crossing the runway and just forgot to announce entering it. I landed about 40 minutes later. After stopping by my tiedown, I was approached by the airport ops gentleman who advised me that during my take off there was another airplane still on the opposite end of Runway XXR. According to the airport ops gentleman (he stated he had already spoken with the other pilot), this plane had landed Runway XXR just before I started my runup and had been sitting on the runway for 4 minutes before finally exiting at the opposite end (Taxiway 3). He also mentioned this plane had some communication problems talking to another plane while still airborne prior to his landing. I didn't hear any radio announcement and I didn't see any traffic on my ADS-B In screen. I don't believe I would be able to discern a small tail light of that plane given the distance (8,000 ft runway) and the airport lighting (ZZZ has lots of lights now, new taxiway lights, under construction lights, etc.). At no point there was any danger of collision since I never even saw this airplane but I will have to be more vigilant and take into account that technical difficulties may prevent other pilots from hearing me or responding to me.

Synopsis

Private pilot reported ground conflict during takeoff.

Time / Day

Date : 202105

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : JWG.Airport

State Reference : OK

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Flight Phase : Final Approach

Airspace.Class G : JWG

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 1230

Experience.Flight Crew.Last 90 Days : 55

Experience.Flight Crew.Type : 28

ASRS Report Number.Accession Number : 1805648

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

Me and my student are on a cross country training flight from ZZZ to JWG on clear VMC day with light and variable winds. We are coming in from the east to enter the traffic pattern at JWG by flying over head the airport and entering the right downwind for Runway 17 as that runway is right traffic. Approaching overhead I notice that there are multiple aircraft taxiing on the ground on the parallel taxiway. We make multiple position reports on local CTAF about our position on each leg of the traffic pattern and me nor my student hear any other radio calls for our destination. The student is flying the entire traffic pattern and was doing a normal approach and landing. Our last radio call was on short final about one half to one mile final. As soon as we touched down on Runway 17 about 500 feet from the threshold, both me and my student notice that an aircraft [Aircraft Y] had pulled onto the runway from what appeared to be a taxiway that was at the midpoint of the runway and had turned to face north as if the aircraft had intentions to takeoff or back taxi on the runway. As soon as me and my student noticed the aircraft facing directly at us, about two seconds after touching the ground, my student executed a go-around and immediately climbed our aircraft away from the runway and made a slight turn to the left so that we would not overfly the runway. We then exited the traffic pattern back to ZZZ without further incident. This airport is a class G airport so there is no requirement for use of radios in that airspace, but there seemed to be little vigilance on the part of Aircraft Y for noticing an aircraft on short final with strobe and landing lights operable and on.

Synopsis

GA flight instructor reported a conflict during landing at non-towered JWG airport. Reporter stated an aircraft had taxied on to their same landing runway requiring a go-around right after touching down.

Time / Day

Date : 202105

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : BQ1.Airport

State Reference : NC

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

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : None

Airspace.Class G : BQ1

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Taxi

Airspace.Class G : BQ1

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2648

Experience.Flight Crew.Last 90 Days : 223

Experience.Flight Crew.Type : 1425

ASRS Report Number.Accession Number : 1805641

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

I departed BQ1 on Runway 31 and announced my intentions to return for an approach to Runway 13. After maneuvering to final for 13 I started my approach. I noticed an airplane pull out on the runway and start to back taxi. Since I was already low and approaching the numbers on Runway 13, I added full power to accelerate and began a climb before reaching the other aircraft. I also side stepped to be over the parallel grass runway. I passed above and to the left of the other aircraft by a few hundred feet. Although the winds were light and approaches had been made in both directions within the hour, it was not a good choice to depart one runway and then perform an approach to the opposite runway.

Synopsis

GA pilot reported a conflict during final approach to BQ1 non-towered airport resulting in a go-around.

Time / Day

Date : 202104

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : DAL.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Weather Elements / Visibility.Visibility : 7

Light : Daylight

Ceiling.Single Value : 3000

Aircraft : 1

Reference : X

ATC / Advisory.Ground : DAL

ATC / Advisory.Tower : DAL

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : GPS

Nav In Use : FMS Or FMC

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Ground : DAL

ATC / Advisory.Tower : DAL

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

Nav In Use : GPS

Nav In Use : FMS Or FMC

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 180
ASRS Report Number.Accession Number : 1804662
Human Factors : Confusion
Human Factors : Distraction
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 95
ASRS Report Number.Accession Number : 1804683
Human Factors : Distraction
Human Factors : Communication Breakdown
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

During single runway operations immediately after a runway change from 31R to 13L due to winds, all Admin, Ground Operations, and checklists through taxi out were uneventful until Taxiway B, holding short of Taxiway M5. We estimated being #10 for takeoff. The Ground Controller gave us a slot time of (time) Zulu time, cleared us to cross 13L at M5 and told us to continue taxiing A5 then Alpha to Runway 13L. On the same radio the Ground Controller advised us the RJ (Regional Jet) ahead was cleared for takeoff and another aircraft was on three-mile final. That left one RJ on Alpha at the end of runway to taxi past while contacting Tower and running the Before Takeoff Checklist. With Lots of urgency in voice with words and tone from both Ground and Tower Controllers to all aircraft, the Tower Controller cleared us to line up and wait. We completed the Before

Takeoff checklist and noticed an aircraft begin to taxi expeditiously, on taxiway Bravo on the other side of the runway. The Captain noticed the aircraft taxi and landing lights, stated his observation and asked F/O (First Officer), "Why are his lights on?" F/O noticed the rate of Taxi Speed and lights then queried Tower Controller, "Tower Confirm Aircraft X is cleared to line up and wait?" Tower responded but the radio call was quick and interrupted by another person transmitting. Captain and F/O were 100% confident Aircraft X was originally cleared to line up and wait. Due to a visual conflict with the other aircraft possibly receiving the same clearance, our Captain stopped our aircraft during the query and response. The other aircraft appeared to slow down on the other side of the runway. The next radio call was, "Aircraft X, CLEARED FOR TAKEOFF 13L (text represents a QUICK radio call strung together). This was followed by "Aircraft X you are past the hold short line 13L, continue to cross without delay join Bravo and Contact Ground. F/O repeated the call including "Sorry for the mixup". The rest of taxi, ground operations, and return to 13L for takeoff were uneventful with the following exception: all communications from Tower, although a different voice assumed to be a supervisor, continued to contain LOTS of urgency in voice, words, and tone from both Ground and Tower Controllers to all aircraft. When conducting single runway operations, especially during deteriorating weather conditions, Ground and Tower Controllers should make a conscious effort to avoid speaking too fast and share information when similar sounding flight numbers are on frequency. When recognized Controller saturation and urgency, we can increase our guard and awareness against expectation bias. Additionally, we could possibly slow the cadence when appropriate while reading back clearances.

Narrative: 2

Scenario in DAL wasn't optimum. Runway change had just occurred due to winds out of limits. 13R closed. Winds shifting and Rain/low visibility to the south of field. During taxi, four to five Aircraft are shutdown on Taxiway B due to weather at east gates. Six Aircraft shutdown on M for the same reason. Taxi instructions for Aircraft X, "Taxi to 13L via B hold short of M5," given initially. EDCT (Estimated Departure Clearance Time) time now given (not known prior to this) by Ground of (time) void by (time). Ground then gave us hold short 13L at M5. Cross 13L, A5, A, 13L, contact Tower. Corporate jet in hold area just north of Taxiway A, approaching 13L holding short. Ground Controller and Tower Controller sounded rushed / voice inflection during transmissions from taxi out to this point with all aircraft. Tower Controller stated, "Aircraft X, lineup and wait Runway 13L." F/O read back instructions to Controller verbatim, to lineup and wait 13L, with no response from ATC which seemed normal. "Before Takeoff Checklists complete, final clear, 13L verified," and I looked right, to double check final clear, rounding corner on A I looked left and saw a Company aircraft rounding corner on M6 toward 13L with LUAW (Lineup and Wait) Lights configured. I stated this to F/O, while simultaneously stopping aircraft at 45 degrees facing 290 degree estimate, just past the hold short line. Tower Controller then cleared other Company aircraft for takeoff 13L. He then stated to us "Aircraft X, it appears you're past hold short line, taxi without delay across 13L to B, contact Ground and we will get you right back out. Never heard COMM jam or readback from other Aircraft X. When we were cleared LUAW and we read it back (all sounded normal in headset and transmission) and therefore I don't know how I could have prevented mistake. First time we knew of other Company aircraft call sign was when Tower cleared the aircraft for takeoff. The rest of DAL Ground Ops through departure phase was uneventful. Runway change / single runway operations / weather changing / departure gate closed, definitely played into non-standard operations both for ATC and Aircrew. Similar call signs should have been noted or announced by ATC to help prevent any confusion on ATC to aircraft instructions. Cadence and voice inflection are critical components in managing risk during less than optimal conditions for ATC. Although the task loading and pace for our phase of flight and internal communications did not feel rushed, the additive conditions, especially

late notice EDCT could have contributed. When I recognized Controller saturation potential and their urgency, we could have slowed down our transmissions and pace or have been more directive to them to slow down. Not only our craft, but all the aircraft that were on the taxi, could have helped slow things a bit.

Synopsis

Flight crew reported after receiving clearance to line up and wait, they observed another aircraft taxi onto the runway.

Time / Day

Date : 202104

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ALW.Airport

State Reference : WA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 25000

Aircraft

Reference : X

ATC / Advisory.UNICOM : ALW

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 409

Experience.Flight Crew.Last 90 Days : 26

Experience.Flight Crew.Type : 196

ASRS Report Number.Accession Number : 1804056

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Were Passengers Involved In Event : N
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

While doing a training flight at night a maintenance vehicle entered the runway while aircraft were actively doing touch and goes and stop and goes. After landing with my student the vehicle announced that he was taking the runway while we were still stopped on the runway itself. I notified over the radio that I was stopped on the runway and the vehicle continued. Then another student from the same flight school was forced to do a go around because the vehicle entered the runway while he was on final. An attempt to contact the airport manager was made but they did not try to reach out. This could have ended very differently but the maintenance vehicle made a very unsafe situation.

Synopsis

A Flight Instructor reported a vehicle entered the active runway at a non towered airport without communicating while their aircraft was stopped on the runway. Another aircraft had to go around due to the vehicle on the runway.

Time / Day

Date : 202104

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 9

Light : Daylight

Ceiling.Single Value : 2900

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Landing

Route In Use : Vectors

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : PA-44 Seminole/Turbo Seminole

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Landing

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1250

Experience.Flight Crew.Last 90 Days : 240

Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1803852
Human Factors : Time Pressure
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 600
Miss Distance.Vertical : 0
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Traffic was busy, there were more than 5 planes in the pattern when approach handed us off to tower. The approach phase was uneventful, the incident mentioned occurred after our landing. Spacing got really tight between us and a Seminole before we exited the first taxiway from the runway, I turned around and saw a Seminole in ground effect about to land maybe 600 feet or so away from us before we got a chance to exit the runway and join the taxiway. This runway incursion should have never happened. Had tower asked us to slow down and put the faster Seminole in front of us, had the pilot for the Seminole performed a go around, or even if tower had cancelled their landing clearance. Had I taken even 5-10 more seconds to exit the runway I believe that plane would have hit me.

Synopsis

Instructor pilot reported an aircraft landed behind them on the runway before they had exited the runway.

Time / Day

Date : 202104

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : OWD.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 15

Light : Daylight

Ceiling.Single Value : 7000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : OWD

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : OWD

Make Model Name : Small Aircraft

Flight Phase : Taxi

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : OWD

Make Model Name : Small Transport

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 273

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 57

ASRS Report Number.Accession Number : 1803684

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

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 : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

Miss Distance.Horizontal : 90

Miss Distance.Vertical : 0

Were Passengers Involved In Event : N

When Detected : Taxi

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

While holding short of Taxiway G on Taxiway C, I witnessed a near miss due to a runway incursion at Taxiway G and the runway. The following is a description of the events that took place: Aircraft X had incurred a flat nose wheel tire at the approach end of the runway on Taxiway C while taxiing for takeoff. Due to Aircraft X blocking the only taxiway to the approach end of the runway, Aircraft Y who was taxiing behind Aircraft X, was forced to execute a 180 degree turn on Taxiway C to enter the runway at Taxiway G and backtrack for departure. Aircraft Y was instructed to hold short of the runway on Taxiway G while I gave way. Instead, Aircraft Y held short of Taxiway G on Taxiway C facing me, whereupon the Tower curtly instructed Aircraft Y to taxi all the way up to and hold short of the runway on Taxiway G. At this time, Aircraft Z was crossing the runway threshold having been cleared to land minutes earlier. Aircraft Y pulled up to and fully across the runway hold short markings, coming within 100 feet of Aircraft Z's left winglet as Aircraft Z touched down. Aircraft Y never came to a full stop after crossing the runway hold short markings and no evasive action by any aircraft were taken. Less than 10 seconds later, having apparently not seen the runway incursion Tower instructed Aircraft Y to backtrack and lineup and wait on Runway 28. No further comments regarding the runway incursion were made by any party. It is likely that Tower was never made aware of the runway incursion, but it is my conclusion that the pilot of Aircraft Y is not the only party at fault. During the course of the events described, it was confusing to determine whether myself or Aircraft Y were number one for departure, due to the fact that Aircraft Y had been forced to execute a 180 on the same taxiway I had been taxiing on in order to reach the runway. Tower in attempting to instruct Aircraft Y pilot that they were number one, was terse in their instructions to fully pull up the runway, ostensibly leading the pilot of Aircraft Y to act quickly and possibly without fully understanding the instructions. The pilot of Aircraft Y should have been more attentive to the situation, understanding that non-standard taxi, takeoff, and landing procedures were being used due to the taxiway

blockage and asked for clarification, particularly given the relatively large jet that was touching down. This runway incursion was a wholly preventable incident that could have had deadly consequences.

Synopsis

A pilot taxiing for departure reported observing an aircraft taxi onto the active runway without a clearance as another aircraft was on landing roll.

Time / Day

Date : 202104

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

Make Model Name : Commercial Fixed Wing

Flight Plan : IFR

Flight Phase : Final Approach

Component

Aircraft Component : Air/Ground Communication

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

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 : 1801811

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
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 : 1801812
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

We were departing out of ZZZ on runway XXR at [Taxiway] 1. Tower had cleared us to line up and wait. The co-pilot started to move into position as I responded back to the tower. A moment later the tower came back and said for us remain holding short of runway XXR on 1. The co-pilot stopped immediately but we had already crossed the hold short line. I immediately replied back to the tower and stated that we were already across the hold short line and asking for further instruction. The hold short line was still in front of the main landing gear to give an idea of how quickly we stopped and responded to the towers call. The tower then cleared Aircraft Y to land on the same runway. I immediately radioed back again that we were beyond the hold short line and requested instruction. A second [same airline] pilot, on the other side of the runway waiting to take off, then also radioed to the tower that we were across the hold short line and needed further instruction. The tower said they had not heard any response from us and that we were to remain holding short of runway XXR at 1 and then cleared Aircraft Y to land again. The Aircraft Y pilot radioed that they were going around until the situation was figured out, I switched to the other radio and requested instructions again. The tower then gave us instructions to taxi onto runway XXR, turn right onto [taxiway] 2, turn right again to return to 1 and hold short. I responded with the clearance while the co-pilot taxied us on to the runway and back around to hold short at 1. The tower commented that we weren't responding to her

transmissions to which both the Aircraft Y pilot, who was around a 10 mile final at the time of our first transmission, and the [same airline] pilot holding on the other side of the runway confirmed that they had heard all of our responses to the towers clearances. It is my belief that there is a radio dead spot in the area of Runway XXR and taxiway 1 as ground control, clearance, and both [other airline] pilots heard us clearly from varying distances and at different points at the airport, but the tower did not while we were at that intersection. Look into why the radio dead zone from that point to the tower while all other aircraft, ground, and clearance could hear us on that radio at different times and/or inform others of the issue so they can be sure to use a radio with a topside antenna for better ground ops/reception of the dead zone can't be addressed.

Narrative: 2

After taxi to runway XXR at ZZZ for departure the tower cleared us to line up and wait. Controller informed us there was a plane on a 5 mile final. The PNF acknowledged the instruction and began the Before Takeoff Checklist. I began moving to the runway. As we taxied just beyond HOLD line with our tail above the line the controller issued an instruction for us hold short. I immediately stopped, knowing that there was an aircraft on final I instructed the PNF to let her know we were past the HOLD line but not on the runway. Controller never acknowledged our transmission and shortly thereafter repeated her instruction to hold short. I then attempted to transmit to her we had moved past the hold short line but were not on the runway. Another aircraft waiting on the other side of the runway let her know we were acknowledging her transmissions to which Controller responded that they had not heard our transmissions. At that point I realized our transmissions on the #1 radio were not being heard in the tower possibly due to our antenna location and orientation but the other aircraft were hearing us fine. I instructed the PNF to switch to the #2 radio and to try using the antenna on the top of the fuselage. Meanwhile the Controller instructed the aircraft on final to go-around. We established contact with her on the #2 radio and were instructed to expedite onto the runway and clear at the first taxiway then taxi back and hold short for departure sequence. The remainder of the flight continued without incident using the #1 radio. Not sure why there was a dead spot with our radio at that position on the airport. We had clear line of sight to the tower cab and antenna array off our nose and had no issues communicating with the ground controller during taxi out except we were oriented 90 degrees broadside to the tower before turning to face the tower upon reaching the end of the taxiway. I am not sure if this would be considered an incursion event since we were in compliance with the Tower clearance when we crossed the hold short line. It wasn't until after crossing the line and the subsequent counter instruction to hold short that we were inside the clear area.

Synopsis

CE-525 flight crew reported communications failure caused a runway incursion and another aircraft to execute a go around.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class B : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator.Other

Make Model Name : Caravan Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part.Other

Mission.Other

Flight Phase : Takeoff / Launch

Airspace.Class B : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1916.1

Experience.Flight Crew.Last 90 Days : 82.3

Experience.Flight Crew.Type : 6.5

ASRS Report Number.Accession Number : 1801559
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 3200
Miss Distance.Vertical : 300
Were Passengers Involved In Event : N
When Detected.Other
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

My copilot and I taxied out to Runway XXR. It was a busy day and the Tower was issuing rapid instructions and replies. I heard what I believed the Tower to say was " Runway XXR cleared for takeoff". I repeated the instruction and no response was heard from the Tower. I lined up on the centerline of Runway XXR and began my takeoff roll. At approximately 50 AGL the Tower "cancelled my takeoff clearance" and I pulled out the power and landed straight ahead. It was at this time that I saw a Cessna Caravan departing Runway XYL as it crossed the departure end of Runway XXR. We were taxied back to Runway XXR and we departed the airport uneventfully. A contributing factor I believe is the speed at which the ZZZ Tower issues instructions and replies. I believe the controller may have been too busy issuing the next instruction to listen to whether I had heard and understood his instructions and repeated them back correctly.

Synopsis

Pilot reported a rejected take off after communication problems with ATC resulted in Ground Conflict.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 12

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

Route In Use : None

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Component

Aircraft Component : Air/Ground Communication

Aircraft Reference : X

Problem : Failed

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 : 5500
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 20
ASRS Report Number.Accession Number : 1801556
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 2000
Miss Distance.Vertical : 200
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I intended to taxi my aircraft northbound across Runway XX on the taxiway directly across from the fuel pit. (I don't recall the taxiway designator.) I looked to the east and saw an airplane in the run-up area for Runway XX. I started across the runway, just as I entered the runway I saw the airplane at [Runway] XX pull onto the runway and start a takeoff roll. I applied full throttle to clear the runway as quickly as possible. The other airplane got airborne well to the east of me, and cleared my path at an estimated 200 feet just as I exited the runway. I emphasize I was on the runway before the other airplane started his (her?) takeoff roll. There was no real conflict. Nevertheless, if the timing had been slightly different, or if I had not seen the other airplane as quickly as I did, things could have turned out differently. Since my airplane did not have an operative radio at the time, I do not know whether the other pilot made a radio call. ZZZ being an uncontrolled airport, many NORDO operations take place there. Next time I have to operate NORDO there, I will carry a handheld.

Synopsis

PA28 pilot reported runway incursion during taxi.

Time / Day

Date : 202104

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1801125

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

We were landing at ZZZ at XA40 local time after the tower has closed. We requested ILS [Runway] XX and were cleared for the approach from ZZZ Center. Outside the FAF we were switched to advisory freq, the FO made an initial call of an 8 mile final for the runway and adjusted the PCL (Pilot Controlled Lighting). Inside the FAF the FO made another radio call of short final to the runway. We landed normal and about 90 KTS I saw head lights on Taxiway 1 where I planned to exit, so I decided to roll to the next one. When the FO called 60 that[is when] we saw the truck was crossing the hold short line. I immediately applied full brakes and redeployed and used max reverse as we were only within a few hundred feet. The truck stopped on the runway when the driver heard our reversers, they were almost to the centerline when they stopped. We stopped about one and a half runway stripes from the truck which then reversed off the runway and we continued to our gate. Only thing that might better safety is sharing this experience with other crews for landing at untowered fields.

Synopsis

Air carrier Captain reported a ground conflict with a vehicle that had crossed the runway hold short lines during their landing roll requiring the Captain to immediately apply full brakes and thrust reversers.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

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

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

ASRS Report Number.Accession Number : 1798851

Human Factors : Communication Breakdown

Human Factors : Troubleshooting

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Incursion : Runway
Anomaly.Ground Incursion : Taxiway
Detector.Person : Air Traffic Control
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

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

Narrative: 1

I was working east flow North Tower Ground/CIC. The main Tower was intermittently departing Runway XC, so I was giving aircraft shortcuts to get to their gate more quickly. I noticed that a departure Aircraft X was taxiing to XC, so I decided to give the next aircraft (Aircraft Y) a hold short at the taxiway (north) parallel taxiway prior to the runway (Taxiway 4), just as an extra precaution. However, I inadvertently said the taxiway name that was the south parallel to XC (Taxiway 5), and did not catch my error. I switched the aircraft to the XC Local Controller's frequency. They had rolled their departure (Aircraft X), and Aircraft Y continued to taxi past the hold bars of XC before they stopped. I did not clear the aircraft to cross Runway XC, nor did the other Controller. Despite my mistake in issuing the incorrect taxiway name, I do not believe anything but the phrase "Cross Runway ###" gives them the clearance to cross a runway. I, and most other controllers are questioned frequently about runway crossings or unclear taxi instructions. The taxi instruction I gave this aircraft made no sense, because to execute it, they would have needed clearance to cross Runway XC. I made an error by using the wrong taxiway name, but there was no accompanying runway crossing given. I don't know, as I was trying to be extra safe by holding an aircraft at a point further from the runway since there was a departure, as opposed to at the runway. I suppose next time I will just have them hold short of the runway, instead of a taxiway, just so there is no confusion or possibility of mis-stating a taxiway name whatsoever. Additionally, I think that the drop in traffic due to COVID may have played a role. Pilots may have not been to ZZZ since Runway XC was under construction, and they were able to cross it at will before there were proper pavement markings. There are proper markings now, but possibly expectation bias that they were previously able to taxi in this manner played a part.

Synopsis

ATC Ground Controller reported giving incorrect taxi instructions to a crew resulting in a ground conflict. Controller reported the crews had not flown into their airport in a while due the COVID-19 pandemic, which may have contributed to the event.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Other

Aircraft : 1

Reference : X

ATC / Advisory.Ground : ORD

Aircraft Operator.Other

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part.Other

Flight Plan : IFR

Mission.Other

Flight Phase : Taxi

Aircraft : 2

Reference : Y

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Aircraft : 3

Reference : Z

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 : Cargo / Freight / Delivery

Flight Phase : Takeoff / Launch

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization.Other

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain
ASRS Report Number.Accession Number : 1798717
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC
Analyst Callback : Completed

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

ATC direct failure to advise hold short of RWY 9C in the initial clearance. After the switch from ground to another tower frequency no instruction was given to HOLD SHORT 9C. We were given clearance to Taxi M1, M, right onto RWY 22R HOLD SHORT OF ECHO. Aircraft Y was ahead of us given the same clearance HOLD SHORT ECHO monitor tower. Aircraft Y encroached RWY 9C as Aircraft Z was on its takeoff roll on 9C. ATC Controller YELLED AIRCRAFT Y STOP! Immediately after Aircraft Z cancel takeoff clearance STOP! The commercial jet appeared from behind the hangars with the nose wheel off the ground in a slight right bank as the controller says DO YOU SEE THAT PLANE?! Aircraft Y was given a number to contact the tower. There are no "wig wags" installed at any intersections along this runway. There are no stop bars installed. There are multiple obstructions to visibility. Taxiing into the sun is a factor. Runway markings and signage is unacceptable for the size and scope of the runway, and it's intended use. New construction all around the airport with pilots returning to work from furlough, and layoffs or leave of absence. Trust bias that ATC Is correct in the instructions given. Attempting to move aircraft with expedience rather than a structured taxi route. No designation of any "hot spots " on aeronautical charts. Cease and desist using RWY 22R as a taxi way! The use of this RWY as a taxi way is the inevitable set up for a mass casualty accident!

Callback: 1

Reporter stated that ORD is no longer using standard taxi routes and that pilots are often being told to taxi in a direction opposite from what they are used to. Reporter observed that when instructions are issued to hold short of taxiways it causes confusion for pilots.

Synopsis

Eyewitness Pilot reported observing a critical ground conflict during taxi when an aircraft taxied onto a runway while another aircraft was on takeoff roll at ORD airport.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 60

ASRS Report Number.Accession Number : 1798314

Human Factors : Time Pressure

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 50
ASRS Report Number.Accession Number : 1798315
Human Factors : Time Pressure

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Gate
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

I was pilot monitoring for this leg ZZZ to ZZZ1, we taxied out to Runway XX we were given position and hold initially, once we were in position and lined up, I transferred control to the First Officer. We were then given takeoff clearance, I read back the clearance "[Flight ABCB] Cleared for takeoff" the FO advanced the thrust levers, and "said Runway XX set thrust" I called thrust set heading Checks. Soon after that while I was waiting to make the 80 knots call the FO said "I don't think Aircraft Y is going to Stop" I immediately looked to see what he was talking about. And I see Aircraft Y, approaching the runway at [taxiway] it had not yet to appeared cross the hold short line, it took a split second to see it was not going to stop, the nose was just to the runway edge, I called abort I have the aircraft. Applying maximum breaking and full thrust reverser, we stopped 200-300 feet short of the [aircraft] as its nose was reaching the edge of the runway, as we reached a full stop the tower asked us if we could accept an intersection takeoff, we declined and exited the runway ran the aborted takeoff checklist and called Operations, they directed us to return to the gate. I am not sure why Aircraft Y flight crossed the runway we never heard them on the radio.

Narrative: 2

We were cleared for takeoff on Runway XX and proceeded our takeoff roll. I noticed Aircraft Y approaching from my right at a rate of speed that concerned me. I quickly brought it to the attention of the Pilot monitoring and Captain. I wanted him helping to make decisions in this situation. We immediately came to the same conclusion as I called to abort the takeoff. We immediately went to idle then full reverse with max braking and were able to stop before impact. Aircraft Y wasn't on our frequency and proceeded across the runway. I notified Tower of the abort and they asked if we could continue from there and we declined. We decided it was safe to exit the runway. We cleared the runway and

performed the appropriate checklist. Then returned to the gate as directed by Operations. ATC apparently cleared us on separate frequencies.

Synopsis

CRJ-700 flight crew reported a Critical Ground conflict during takeoff roll and executing an uneventful rejected takeoff due to a taxiing aircraft crossing the runway.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

Make Model Name : Commercial Fixed Wing

Flight Phase : Takeoff / Launch

Person : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

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

ASRS Report Number.Accession Number : 1798025

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1798307

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I had just been relieved on Local [positions] combined and this occurred during my two minute overlap and the relieving Controller had the position. Departure traffic was slow and GCN [Ground Control North] "Convenience taxiing" Runway XL arrivals at their discretion mostly south on Runway YL to hold short of Runway XC. The relieving Controller cleared Aircraft Y for takeoff from Runway XC full length. Aircraft X was taxiing south on Runway YL to hold short of Runway XC (presumably; at the time of this report as I have not heard the audio replay from that position). The relieving Controller saw Aircraft X continuing towards Runway XC at a rate of speed not consistent with holding short and keyed up and said "Aircraft X stop stop stop", which they did. He then keyed up and said "Aircraft Y, cancel takeoff clearance stop stop". Aircraft Y, said something to the effect of "Say again" and shortly thereafter rotated. The ASDE did alert sometime after the relieving Controller told Aircraft X to stop. Aircraft X appeared from my point of view to be over the hold line and extremely close to Runway XC. Aircraft Y, rotated near the point of conflict and I believe had Aircraft X continued a collision would have been difficult to avoid. Aircraft X was then given a crossing clearance. I then completed my overlap. Discontinue this operation immediately (convenience taxi down Runway YL). In my opinion this represents the culmination of drift that this facility has acquired during the lower "COVID traffic" we have experienced in the last year (I am guilty of this too as I did this operation until I saw it not work today). There are periods of pronounced lulls in traffic (at least departure wise) where it would be poor service not to shortcut arrivals. However, to taxi on a runway to hold short of a runway I think is now demonstrably unsafe. I believe it requires the flight crews (and possibly ATC) to digest too much information quickly and perform too flawlessly for little appreciable gain. We will always have to perform up field crossings due to the layout of the airport, but I believe we should keep them on a taxiway with a good hold short read back as this is a routine occurrence in the NAS and should elicit better performance from flight crews.

Narrative: 2

After landing on Runway XXL tower cleared us to join Taxiway 1 and contact ground on XYZ.YA [Frequency]. The Ground Controller issued a taxi clearance limit of taxi right hand turn onto Runway 22R -Then hold short of Taxiway 2 - Monitor Tower on XYX.XA [Frequency]. The taxi clearance was written down and verbalized after it was given. The clearance limit issued only included a hold short of [Taxiway 2]. As we approached Runway XC the flight crew acknowledged an aircraft was in position on Runway XC. As we were passing Taxiway 3 told us to stop immediately as the aircraft had been issued a takeoff clearance. We stopped immediately. The aircraft on Runway XC was issued a cancel takeoff clearance which they did not do and continued the takeoff. During our

monitoring phase of the taxi we were never issued a hold short clearance just the hold short of Taxiway 2 Nor did we hear a takeoff clearance for the aircraft on Runway XC. Once clear of the conflict - Tower issued a number to contact them. As we responded the with the read back we heard the aircraft following us tell Tower that they had received the same clearance as we had received. Poor ATC communication and poor clearance limits expectations were the biggest causes of this event. Flight deck protocol was followed by utilizing sterile flight deck and writing and readying back clearances and following airport charts. An expectation from tower that wasn't issued via the taxi clearance was what the greatest factor contributing To the event We debriefed the event and acknowledged even though the taxi limit was followed the importance of vigilance in an high demand taxi environment like ZZZ [Airport] we must be adhered to and even questioned to clarify and avoid the type of scenario to happen as a crew again.

Synopsis

Local Controller who was in the 2 minute relief window observed a runway incursion that resulted in a ground conflict and cited COVID-19 related taxi procedure as a contributing factor. A Captain of one the aircraft also reported the event and stated communication issues with ATC a factor.

Time / Day

Date : 202103

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

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 : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 2411

Experience.Flight Crew.Last 90 Days : 19

Experience.Flight Crew.Type : 2411

ASRS Report Number.Accession Number : 1797718

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 2500
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was holding short of [the] runway. I thought that the Tower had instructed me to taxi to [the parallel runway] for take off. I began to move the aircraft. At the same time I looked to the left and observed another aircraft on a half mile final. I applied brakes and at the same time the Tower radioed "stop, stop". By that time the nose of the aircraft had passed the limit line and I had committed a runway incursion. Since I was in a tail dragger I was able to lock my right wheel, spin around, and return to the correct side of the limit line. The landing aircraft did a go-around. There were two primary factors that caused the runway incursion. First, I should have waited for a response from the Tower before moving the aircraft. That would have given the Tower time to tell me to remain where I was. Secondly, I should have visually cleared the final approach area before movement. I would have seen the aircraft and not gone past the limit line. Another factor was that, since I was in an open cockpit aircraft there was wind noise from the prop wash as well as engine noise that resulted in me mishearing the instructions from the Tower. In the future I plan to 1. before moving the aircraft, give the Tower time to correct any misinterpretation of instructions, 2. check for traffic before moving the aircraft, and 3. allowing a few more feet distance from the limit line as an added safety margin to prevent movement past the limit line.

Synopsis

Pilot of an open cockpit biplane reported a misunderstood communication from the Tower resulted in a runway incursion and a go-around from the aircraft on approach.

Time / Day

Date : 202103

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Route In Use : None

Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Route In Use : None

Airspace.Class C : ZZZ

Person

Location Of Person.Aircraft : X

Location Of Person.Facility : DAB.TWR

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 6.5

ASRS Report Number.Accession Number : 1792656

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Human Factors : Workload

Human Factors : Fatigue

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

When I was assigned a Tower position I inquired as to working a different position as it was my 6th day working and my last round of the day. I was told no. When I got to the tower it appeared to me that Local Control and Ground Control had been on position for the same amount of time. I went to relieve Ground Control and the Supervisor told me "no your not going to ground" when I inquired about the the time on position he told me that Local Control had been on position over 2 hours. I again asked if I could work Ground Control. The Supervisor did not answer and ordered me to go to Local Control. Another controller in the tower said the Local Controller had requested to go from a previous position to Local when he was relieved without a break. When I first assumed the position the Supervisor asked me if I wanted him to write some of the call signs on the strips. I declined since it did was not busy at the time. This session turned into a heavy arrival push with some departures and multiple crossings. There were numerous data tags constantly overlapping as well as approximately one half separation between several arrivals making it difficult not only to write down the aircraft call signs on the half strips used for this position but also to ensure the preceding arrival was off the runway prior to the succeeding aircraft crossing the landing threshold. The Supervisor stood at the Cab Coordinator position (which was not staffed) actively listening the entire time I was on position. The only coordination performed by the Supervisor was to tell me I could issue a 110 heading out of 1,500 feet which at the time was completely unnecessary as well as a distraction. Aircraft X had been cleared to land and hold short of taxiway whiskey for crossing traffic. I had an Aircraft Z that was going to do a missed approach with a 030 heading behind Aircraft X. Aircraft Y had previously called ready for departure I cleared Aircraft Y for departure then realizing it was not going to work when I did my 3 part scan I complete prior to every departure. I immediately went back to Aircraft Y and cancelled takeoff clearance and instructed them to hold short. The aircraft did not acknowledge, and even if a readback was accomplished and complied with, crossing the hold short line was inevitable. I chose to transmit to Aircraft X to get off the runway to prevent a possible departure creating a more dangerous situation. I have not had the opportunity to listen to the tape but I am almost positive Aircraft X exited the runway at an intersection. Aircraft Y was still northbound entering the runway when Aircraft X exited the runway. Aircraft Y was on the runway on an easterly heading and asked to verify if cleared for departure. I advised negative and instructed to hold in position to alleviate any further confusion on Aircraft Y part. After a short time went by I then cleared Aircraft Y for departure. At that point the Supervisor asked me if there was anything he needed to be looking into. I

advised since he wasn't aware of what happened "I didn't know" and then told him what is written above. I think it would be a good idea if a new Supervisor who may not be fully aware of the ins and outs of the facility during extreme pushes to have a Cab Coordinator opened. Also for whatever the reason, the Supervisor is unable to keep abreast of what is happening while actively listening with a headset standing 3 feet from the busiest position, then opening a Cab Coordinator would have been a good call. Perhaps a Cab Coordinator would have caught the situation not going to work prior to my clearing the aircraft for departure to begin with and would have definitely helped with the numerous crossings.

Synopsis

A Local Controller reported they allowed an aircraft to taxi onto the runway for departure with insufficient spacing from a previous arriving aircraft.

Time / Day

Date : 202103

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Turbulence

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 6500

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

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 Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 450
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 401
ASRS Report Number.Accession Number : 1792233
Human Factors : Time Pressure
Human Factors : Confusion
Human Factors : Distraction

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Vertical : 200
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

After completing a run-up, my student and I taxied to the Runway XX hold short line and advised ZZZ Tower, "(Aircraft X), [Taxiway] XX, [Runway] XX, ready for departure". We received a takeoff clearance from ZZZ Tower and entered Runway XX, after confirming the Runway XX final approach was clear. Upon lining up with the runway center line, my student applied full power, as part of the takeoff procedure. After checking the engine instruments and airspeed indicator conditions, I looked up and observed an airplane flying not more than 300 ft. above our right wing. This airplane (Aircraft Y) then proceeded to overfly us and land not more than 1,000 feet of my airplane on Runway XX, which was occupied by us at that time. I immediately aborted the takeoff and exited the runway at XX1, then advised the tower that we were aborting. ZZZ Tower cancelled our takeoff clearance and questioned Aircraft Y, asking why they executed an unauthorized short approach, which led to loss of separation between our two aircraft and furthermore led to a runway incursion that could have been detrimental. ZZZ Tower did what they could to assist with the situation and made it clear to Aircraft Y that their actions were unacceptable and reckless.

Synopsis

Pilot reported while on takeoff roll another aircraft over flew the departing aircraft and landed ahead.

Time / Day

Date : 202102

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : CNO.Tower

State Reference : CA

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : CNO

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : CNO

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Plan : VFR

Flight Phase : Final Approach

Airspace.Class D : CNO

Person

Location Of Person.Facility : CNO.Tower

Reporter Organization : Government

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1.5

ASRS Report Number.Accession Number : 1791820

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Confusion

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Ground Conflict, Less Severe

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

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

Assessments

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

Narrative: 1

It was a typical busy day with many requests both inbound and outbound. Aircraft X called Ground Control on Taxiway Lima between the parallel runways requesting taxi to the northwest ramp. I issued "taxi via Lima, Kilo, cross Runway 21 and hold short Runway 26 right at Kilo." As the pilot read back the taxi route he appeared to hesitate and start a slight right turn onto Runway 21. I asked the pilot if he was familiar with taxiing between the parallel runways to which he replied "no." I then issued plain language instructions "continue straight ahead and taxi kilo is the last right turn. As you make the turn the hold bars come up really quick so as you turn, slow to a stop. The pilot acknowledged my instructions. As the pilot turned on Taxiway Kilo he passed the hold short bars. I immediately reached out to Aircraft X and told him to stop. At that time another aircraft was calling Ground Control with a request. Aircraft X stopped prior to the runway edge line. I then made Local Control - North aware and advised the Controller to send around the traffic that was on about a 1-1/2 mile final. I had issued the hold short instruction but in his confused taxiing I missed the hold short readback as I was attempting to stop the aircraft from turning on to Runway 21. The airport recently painted a yellow taxi line that leads off of Taxiway Lima and onto to Runway 21. I've seen several pilots get confused while taxiing and follow that yellow line inadvertently. The airport also painted some enhanced taxi lines and runway markings on the ground. I believe the yellow line leading off Taxiway Lima is and will continue to confuse pilots. I think additional signage in the midfield clearly showing taxi routes would help the pilots who continue to "get lost" while taxiing in these hotspots.

Synopsis

CNO Tower Controller reported a pilot was confused by their taxi instructions and taxied past the hold short lines before the Controller could stop them causing an aircraft on short final to go-around. The reporter states new taxiway markings are routinely confusing the pilots.

Time / Day

Date : 202103

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : .1

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : FBO

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 : Final Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ1

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1200

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 900

ASRS Report Number.Accession Number : 1791775

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 100
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

I was acting as the instructor for a student pilot training flight. Myself and my student were in the traffic pattern for multiple touch and go's. There were several airplanes in the pattern, and as one aircraft was on the upwind, we had just turned final. About 400 feet following a standard 3 degree VASI (Visual Approach Slope Indicator), I noticed a truck moving from the ramp area toward our landing runway. I kept an eye on the truck and continued to work with my student. We made all standard radio calls on the CTAF, and all other traffic in the pattern were making consistent radio calls. As we continued our descent to land, the truck crossed the runway hold short line and entered the active runway. At this point, we were roughly 100 feet on short final. I instructed my student to go-around, as he was the pilot flying. My student made a timely go-around to avoid the truck that had entered the runway. I recognized the truck as being a hangar tenant for a private hangar located across the airport. The private hangars are not owned or rented by the airport's operator, and crossing the runway is one of two ways to access the hangars. The other access point does not involving crossing runways. The truck never made a call to cross via a handheld radio, and I don't believe the occupant of the truck was using any sort of radio to actively monitor the airport traffic before crossing the runway.

Synopsis

An instructor pilot on short final at a non towered airport reported they ordered a go around when they observed a truck entering the runway

Time / Day

Date : 202103

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator.Other

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Mission.Other

Flight Phase : Taxi

Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 547

Experience.Flight Crew.Last 90 Days : 10.5

Experience.Flight Crew.Type : 386

ASRS Report Number.Accession Number : 1791765

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Training / Qualification
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Were Passengers Involved In Event : N
When Detected : Taxi
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Night landing on Runway XX bounced and as recovering from second bounce received call from TWR (Tower) to exit left onto Taxiway XX. Stopped plane on RWY (Runway) and called TWR for directions to [Taxiway] XX. Told to proceed down RWY. Next call from TWR was to exit left on [Taxiways] XY2, XY and hold short [Taxiway] XX. Turned off at [Taxiway] XY2 and started down [Taxiway] XY looking for sign for [Taxiway] XX. Saw sign for [Taxiways] XX/XY. Before coming to complete stop, noticed plane approaching from left on Taxiway XX. Accelerated to get out of way and inadvertently crossed Runway XX. Too late saw runway hold lines. TWR called and requested telephone call for possible runway incursion. Factors: 1. kept speed up because other planes in pattern, resulting in bounce. 2. landing longer than planned. 3. received taxi instruction from TWR while in active landing phase. 3. loss of situational awareness of position on runway; called TWR for direction. 4. should have asked for more specific information from TWR. 5. Should have reviewed airport diagram in more detail for names and positions of taxiways in cause of landing long. 6. In hindsight, should have stopped as soon as turned from [Taxiway] XY2 to XY and asked TWR for further instructions when didn't see edge of Taxiway XX. Corrective Actions: 1. Review Airport diagram 2. Review Airport signage from Wings/FAA programs 3. Fly with instructor and work on taxiing.

Synopsis

Pilot reported confusion over airport layout and entered an active runway with landing traffic, causing critical ground conflict.

Time / Day

Date : 202102

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Final Approach

Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Taxi

Airspace.Class C : ZZZ

Person : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Supervisor / CIC

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 11

ASRS Report Number.Accession Number : 1790870

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Ground Personnel

Person : 2

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Traffic Management
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 27
ASRS Report Number.Accession Number : 1790863
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 300
When Detected : In-flight
When Detected : Taxi
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

An Airport Vehicle asked if they could get onto Runway XXL to clear signs. I clarified if they needed go to the approach end of Runway XYR or the approach end of Runway XXL. They stated the approach end of Runway XYR. I instructed the Airport Vehicle to proceed onto the approach end of Runway XYR, and hold short of Runway XZC at all times. I received a correct read back of the hold short instructions for Runway XZC. A short time later, I attempted to reach out to the Airport Vehicle to reiterate the hold short instructions and ensure they would give way to an Airbus that I was initially going to take down Runway XYR. I did not get an answer from the Airport Vehicle. I then changed the taxi instructions for Aircraft Y to stay on the taxiway, cross Runway XZL and hold short of Runway XZC. Once I ensured that Aircraft Y was holding short of Runway XZC, and the Airport Vehicle did not appear to be moving forward, I looked down to finish processing some flight progress strips. At that time, the Supervisor on the Watch Desk asked to verify that the Airport Vehicle was holding short Runway XZC. I said he was supposed to be, keyed up and reiterated the hold short instructions. The Supervisor instructed Local Control to issue a go around for Aircraft X. The Airport Vehicle appeared to just cross the runway edge of Runway XZC on Runway XYR. They immediately reversed and exited Runway XZC, remaining on Runway XYR. Soon afterwards, I issued the brasher warning. Next time I will ensure I reiterate the hold short instructions when a vehicle is in close proximity to the active runway.

Narrative: 2

An Airport Vehicle was operating on Runway XYR, a closed runway, and instructed to hold short of Runway XZC. Aircraft X was on a short final for Runway XZC, when I noticed the Airport Vehicle was entering into Runway XZC on Runway XYR. I instructed Local Control to send Aircraft X around, which they did. More vigilance is recommended from airport vehicles.

Synopsis

ATC Controllers reported an airport vehicle did not hold short of the runway for landing traffic.

Time / Day

Date : 202102

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : SCK.Airport

State Reference : CA

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Aircraft

Reference : X

ATC / Advisory.UNICOM : SCK

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class G : ZOA

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 414

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 80

ASRS Report Number.Accession Number : 1789831

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical

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

Anomaly.Ground Incursion : Runway

Anomaly.Ground Event / Encounter : Vehicle

Detector.Person : Flight Crew

Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 0
Were Passengers Involved In Event : N
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was holding short of Runway 29R on Taxiway B2 at Stockton (SCK) in preparation for a VFR departure en route to ZZZ, waiting for a [Company] heavy aircraft to land and clear the runway. The prevailing conditions were night VFR, with unlimited visibility, clear skies, and minimal wind. Stockton Tower was closed, and traffic was coordinating via CTAF. After the heavy aircraft landed and cleared, I made my CTAF call indicating that I was taking Runway 29R for departure. The heavy aircraft crew acknowledged my transmission and noted that they were clear of all runways. While beginning my takeoff roll, a ground vehicle, self-identified as a tug, made a radio call on CTAF that they were crossing Runways 29L/29R en route to the cargo ramp. This was the first call the tug made on CTAF. I made another radio call noting that I was in my takeoff roll, and began visually searching for the tug. I reduced engine power to idle, and applied heavy braking. At that time I saw the tug's anti-collision lights cross in front of my aircraft. I stopped on the runway and made an additional radio call noting that I was aborting takeoff and returning to RWY (Runway) 29R. At no point did the tug acknowledge any of these radio calls or change behavior. I returned to RWY 29R and made an otherwise uneventful departure. Primary cause of the problem: runway incursion by airport tug vehicle that was broadcasting on, but possibly not monitoring, the CTAF frequency. Proximate causes of the problem: airport ops vehicles likely unused to operating on CTAF after-hours at normally tower-controlled airport. Night conditions may have made it difficult for the ops vehicle to see my aircraft on the runway, and made it more difficult for me to see the ops vehicle. Complacency: SCK is a cargo airport, and extremely quiet at night. It's possible that the ops vehicle crew was accustomed to only seeing large cargo aircraft operating at SCK at night, and so my comparatively smaller (and unscheduled) aircraft may have not been noticed/ignored. Finally, the airport operations staff may not have been aware that entering a runway - even several thousand feet down the runway from a takeoff aircraft - is still prohibited. Preventative measures: training for airport ops crews on proper radio use, importance of clearing runways prior to crossing, and runway incursion avoidance best-practices.

Synopsis

Pilot reported on takeoff roll, a ground tug crossed the runway in use, resulted in aborted takeoff with evasive action.