ASRS Batch Brief

Back to Search Results | Printer Friendly

Aviation Safety Reporting System (ASRS) Brief Report(s)

ASRS REPORT: 1095485

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1095485
Local Date	01-JUN-13
Local Time	1801-2400

Synopsis

A320 CAPTAIN EXPERIENCES AN AIRBORNE CONFLICT WITH A MILITARY HELICOPTER AT 900 FT DURING A RIVER VISUAL TO RUNWAY 19 AT DCA. TCAS RA STATES TO MONITOR VERTICAL SPEED WITH THE HELICOPTER 200 FT BELOW THE A320.

Assessment

Event Primary Problem	AMBIGUOUS
Event Contributing Factors	PROCEDURE
General Results	NONE REPORTED / TAKEN

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Conflict Anomaly Desc	AIRBORNE CONFLICT
Anomaly Detected - Person Desc	FLIGHT CREW
Anomaly Detected - Auto Desc	AIRCRAFT TA

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Altitude AGL - Single Value(ft)	900

Environmental Information

Weather Conditions	VMC

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	A320
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	FINAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

Aircraft 2

Acft Make/Model Desc	HELICOPTER
Acft Operator Desc	MILITARY
Acft Far Part	PART 91
Acft Flight Mission	PASSENGER
Acft Flight Phase	CRUISE
Acft Flight Plan	IFR
Flight Crew Count	1

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Flt Crew Total Exp	19500
Flt Crew Exp	9500
Flt Crew Function	PILOT FLYING

Human Factors	WORKLOAD
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X

Narrative

IT WAS THE END OF A LONG DAY AND THE EVENTS WERE HAPPENING VERY QUICKLY DURING A HIGH WORKLOAD PORTION OF THE FLIGHT. AS ALL PILOTS KNOW, THE RIVER VISUAL IS A VERY DEMANDING APPROACH DURING THE BEST OF CIRCUMSTANCES. IT IS VERY LABOR INTENSIVE WHEN DONE AT NIGHT DURING PERIODS OF HIGH TRAFFIC VOLUME. THE ADVERTISED APPROACH IN USE AT DCA WAS THE LDA 19 WITH VASI BEING OUT OF SERVICE. DURING THE INITIAL APPROACH, POTOMAC ASKED IF WE WOULD ACCEPT THE CHARTED RIVER VISUAL APPROACH (VASI BACK WORKING) AND WE DID. AT APPROXIMATELY THE 7 DME POINT WE WERE IN THE END PROCESS OF CONFIGURING THE AIRPLANE FOR LANDING AND THE FIRST OFFICER WAS ACCOMPLISHING THE LANDING CHECKLIST. THE RADIO CHATTER WAS CONSIDERABLE AND THE TOWER AT SOME POINT ADVISED US OF **HELICOPTER** TRAFFIC AHEAD AND TO THE LEFT (I BELIEVE HE SAID 10 TO 11 O'CLOCK) AND HE WAS GOING TO PASS FROM LEFT TO RIGHT, BELOW US AND HE "HAS US IN SIGHT." IT HAS TO BE NOTED THAT THESE TRAFFIC CALLS AND HELICOPTERS HAVE UNFORTUNATELY BECOME BACKGROUND NOISE. THERE ARE ALWAYS NUMEROUS MILITARY AND GOVERNMENT HELICOPTERS RUNNING UP AND DOWN THAT RIVER AT ALL TIMES OF THE DAY AND NIGHT. BECAUSE OF THIS, WHAT WOULD NORMALLY BE ALARMING AT ANY OTHER AIRPORT IN THE COUNTRY HAS BECOME COMMONPLACE AT DCA. THE FAA ALLOWS THESE AIRCRAFT TO OPERATE IN THIS ENVIRONMENT AND WE HAVE NO CHOICE, BUT TO ACCEPT IT AND DEAL WITH IT. THEREFORE, THE HELICOPTERS BEING VERY CLOSE ARE NOT OUT OF THE NORM. AS YOU CAN IMAGINE, I WAS CONCENTRATING ON THE APPROACH AND DOING THE REQUIRED GYRATIONS TO STAY OVER THE RIVER AND NOT VIOLATE THE WHITE HOUSE PROHIBITED AIRSPACE, AND TO KEEP THE AIRCRAFT ON THE PROPER VERTICAL PROFILE. THE RUNWAY 19 VISUAL WAS LOADED IN THE FMGC AND I WAS USING IT AS A BACKUP TO MY EYES. I WAS 'DEAD ON' THE DONUT AND EVERYTHING LOOKED NORMAL. I WAS AT OR VERY SLIGHTLY ABOVE THE RECOMMENDED ALTITUDES AT EACH DME POINT. AS I WAS APPROACHING 4 DME, I CAUGHT A GLIMPSE OF THE **HELICOPTER** OUT OF MY LEFT WINDOW AND HE DID LOOK HIGHER THAN I EXPECTED TO SEE HIM. I ASKED THE FIRST OFFICER TO CONFIRM IF HE WAS GOING TO CROSS FROM NORTH TO SOUTH. HE CONFIRMED, HOWEVER I DIRECTED HIM TO ASK THE TOWER AND CONFIRM IT WITH THEM BECAUSE IT DID NOT LOOK RIGHT. THE FIRST OFFICER COULD NOT GET A WORD IN WITH THE TOWER. IT WAS AT THAT POINT, WE GOT A TCAS "TRAFFIC" CALL. AGAIN, THIS IS NOT OUT OF THE 'NORM' FOR DCA. I WAS GETTING READY TO TAKE POSSIBLE EVASIVE ACTION BECAUSE IT WAS GETTING UNCOMFORTABLE; ALL THIS WHILE TRYING TO FLY THE DEMANDING PROFILE. WITHIN SECONDS, WE GOT A TCAS ALERT, "MONITOR VERTICAL SPEED." I COMPLIED WITH THE TCAS ALERT AND WAS THINKING OF GOING AROUND BUT IT ALL HAPPENED SO VERY QUICKLY THAT THE POINT WAS MOOT. THE **HELICOPTER** PASSED 200 FT (MAX) BELOW US. WE WERE AT 900 FT, SLIGHTLY ABOVE THE PATH. THE TOWER NEVER CALLED OUT THE TRAFFIC BEYOND THE FIRST NOTIFICATION. THE LANDING WAS UNEVENTFUL. DUE TO THE WORKLOAD, WE ASKED THE GROUND CONTROLLER FOR THE TOWER NUMBER AND I CALLED WHEN I GOT TO MY VEHICLE. I CALLED THE TOWER AND SPOKE WITH THE CONTROLLER IN CHARGE. AT FIRST IT WAS IT WAS OBVIOUS HE WAS SOMEWHAT ON THE DEFENSIVE AND I HAD TO PRESS THE POINT AND ASK VERY SPECIFIC QUESTIONS ABOUT THE STANDARD

HELICOPTER OPERATIONS IN THE AREA. AFTER SOME PRODDING, HE ADMITTED THAT IT WAS A MILITARY **HELICOPTER** FLYING FROM/TO FT. MEADE AND THAT HE WAS AT 700 FT AND WAS "A LITTLE HIGHER THAN NORMAL." I ASKED WHAT ALTITUDE WAS HE SUPPOSED TO BE AT AND HE REPLIED, "THREE TO FOUR HUNDRED FEET." IN ADDITION, HE DID ADMIT THAT THE TOWER VERSION OF COLLISION AVOIDANCE DID GO TO ALARM BUT BEFORE THEY HAD A CHANCE TO REACT, THE EVENT WAS OVER. I CANNOT IMAGINE WHAT BUSINESS IS SO PRESSING THAT THESE HELICOPTERS ARE ALLOWED TO CROSS THE PATH OF AIRLINERS CARRYING HUNDREDS OF PEOPLE! I DO NOT UNDERSTAND WHY THEY ARE NOT CROSSED IN-BETWEEN ARRIVALS. THEY HAVE AT LEAST 4 MILES BETWEEN THESE ARRIVING AIRCRAFT AND IT SEEMS THAT WOULD BE MORE PRUDENT.

END REPORT

ASRS REPORT: 1558721

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1558721
Local Date	01-JUL-18
Local Time	0601-1200

Synopsis

DCA CONTROLLER REPORTED THEY FAILED TO ISSUE TRAFFIC INFORMATION TO MULTIPLE VFR FLIGHTS ON APPROACH.

Assessment

Event Primary Problem	PROCEDURE
Event Contributing Factors	PROCEDURE
ATC Event Results	ISSUED ADVISORY / ALERT
Flight Crew Event Results	REQUESTED ATC ASSISTANCE / CLARIFICATION

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Anomaly Detected - Person Desc	FLIGHT CREW

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Altitude MSL - Single Value(ft)	200

Environmental Information

Weather Conditions	VMC
Light Condition	DAYLIGHT

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	HELICOPTER
Acft Flight Phase	CRUISE
Acft Flight Plan	VFR

Aircraft 2

LIGHT TRANSPORT, LOW WING, 2 TURBOPROP

Acft Make/Model Desc	ENG
Acft Far Part	PART 91
Acft Flight Phase	DESCENT
Acft Flight Plan	IFR

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	GOVERNMENT
Comm Breakdown Party 1	ATC
Comm Breakdown Party 2	FLIGHT CREW
ATC Function	LOCAL
Human Factors	TRAINING / QUALIFICATION
Person Loc Facility Acft Desc	DCA.TOWER
ATC Qual Desc	FULLY CERTIFIED

Narrative

I WAS WORKING THE LOCAL AND **HELICOPTER** POSITIONS COMBINED AT DCA ATC. I HAVE BEEN CPC/FPL FOR [A SHORT TIME]. I ACCEPTED A HANDOFF FROM POTOMAC TRACON ON AIRCRAFT X 2 MILES WEST OF ZZZ. AIRCRAFT X CONTACTED DCA TOWER AND REQUESTED TO FLY ROUTE 1-ROUTE 4 -ZZZ1 AND THEN TO ZZZ2. I RADAR CONTACTED AIRCRAFT X, APPROVED THE REQUEST AND ISSUED THE ALTIMETER. AIRCRAFT Y CALLED ON A SEVEN MILE FINAL TO DCA AND REQUESTED TO LAND ON RUNWAY XX. I THEN I CLEARED AIRCRAFT Y TO LAND. NOTE. MY STANDARD PRACTICE FOR HELICOPTERS FLYING THE DCA **HELICOPTER** ROUTE IS TO ISSUE ANY PERTINENT LANDING TRAFFIC BY THE TIME THE HELICOPTERS PASS OVER THE SOUTH CAPITOL STREET BRIDGE. AIRCRAFT X ASKED IF I HAD ISSUED TRAFFIC ON THE AIRCRAFT LANDING RUNWAY XX. I THOUGHT I HAD APPLIED MY STANDARD

PRACTICE OF ISSUING TRAFFIC TO THE HELICOPTERS OVER THE BRIDGE SO I INFORMED AIRCRAFT X THAT I HAD ISSUED THE TRAFFIC. ONCE AIRCRAFT Y LANDED, HE ASKED ABOUT THE FLIGHT OF THREE HELICOPTERS OFF HIS RIGHT. I INFORMED HIM I HAD ISSUED TRAFFIC TO AIRCRAFT X. NEITHER AIRCRAFT DECLARED A NEAR MISS ON FREQUENCY. AT ALL TIMES I HAD MAINTAINED TOWER APPLIED VISUAL SEPARATION BETWEEN AIRCRAFT X AND AIRCRAFT Y. I RECOMMEND RECURRENT **HELICOPTER** TRAINING FOR THE FACILITY TO PREVENT THIS INCIDENT FROM OCCURRING IN THE FUTURE WITH OTHER CONTROLLERS.

END REPORT

ASRS REPORT: 1127815

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1127815
Local Date	01-NOV-13
Local Time	1801-2400

Synopsis

TOWER CONTROLLER DESCRIBED A CONFLICT EVENT INVOLVING A HELICOPTER OPERATING A PHOTO MISSION AND AN AIR CARRIER ARRIVAL, THE REPORTER SUGGESTING IMPROVED AND STANDARDIZED PROCEDURES FOR HANDLING HELICOPTER PHOTO OPERATIONS.

Assessment

Event Primary Problem	HUMAN FACTORS
Event Contributing Factors	PROCEDURE
General Results	NONE REPORTED / TAKEN

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Anomaly Detected - Person Desc	AIR TRAFFIC CONTROL

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Altitude MSL - Single Value(ft)	1600

Environmental Information

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	A319
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	FINAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

Aircraft 2

Acft Make/Model Desc	MD HELICOPTER 500/C/D/E/L
Acft Flight Mission	PHOTO SHOOT / VIDEO
Acft Flight Phase	CRUISE

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	GOVERNMENT
Comm Breakdown Party 1	ATC
Comm Breakdown Party 2	ATC
ATC Function	LOCAL
Human Factors	SITUATIONAL AWARENESS
Person Loc Facility Acft Desc	DCA.TOWER
ATC Qual Desc	FULLY CERTIFIED

Narrative

I RECEIVED A BRIEFING FROM THE CURRENT LOCAL CONTROLLER AFTER OBSERVING THE OPERATION FOR APPROXIMATELY 5 MINUTES DUE TO VOLUME AND COMPLEXITY. THE LOCAL CONTROLLER WAS MANEUVERING AIRCRAFT ON RUNWAY 15 TO GET HIM IN THE BLOCK OF RUNWAY 19 AS WELL AS WORKING A MODERATE PACED SESSION OF ARRIVALS AND DEPARTURES. IN ADDITION **HELICOPTER** CONTROL WAS OPEN AND THE LOCAL CONTROLLER BRIEFED ME ON A PHOTO MISSION [**HELICOPTER**] OPERATING WEST OF THE (FINAL) IMPLIED BY WHERE HE POINTED. I ACCEPTED THE POSITION UNDER THE ASSUMPTION [THE] **HELICOPTER** WAS GOING TO REMAIN WEST OF THE FINAL APPROACH CORRIDOR. I OBSERVED [THE] **HELICOPTER** IN A LEFT TURN APPROACHING MY FINAL APPROACH CORRIDOR CLOSER THAN I AM USED TO FOR THESE KINDS OF PHOTO MISSIONS. IT WAS NEVER COORDINATED WITH ME THAT **HELICOPTER** WOULD BE ON MY FINAL APPROACH NOR AT 1,600 FT. I ISSUED A TRAFFIC CALL TO AIR CARRIER X FOR **HELICOPTER** TRAFFIC AT HIS 12 O'CLOCK AND 3 MILES. I QUERIED THE **HELICOPTER** CONTROLLER AS TO WHAT [THE] **HELICOPTER** WAS DOING?

HELICOPTER DID NOT RESPOND. I THEN RAISED MY VOICE AND ASKED AGAIN AND GOT NO RESPONSE AGAIN. THE THIRD TIME I SHOUTED AT **HELICOPTER** CONTROL TO "MOVE AIR PHOTO NOW!" THE **HELICOPTER** CONTROLLER WALKED TO MY SIDE OF THE TOWER TO LOOK OUT THE WINDOW AT [THE] **HELICOPTER** EVEN THOUGH IT WAS EVIDENT FROM THE RACD THAT HE WAS ENCROACHING ON THE FINAL [CORRIDOR]. HE THEN WALKED BACK TO HIS POSITION AND ENGAGED IN COORDINATION WITH **HELICOPTER** TO MAINTAIN VISUAL SEPARATION WHICH I HEARD AND RELAYED TO AIR CARRIER X. BY THE TIME THE AIRCRAFT WERE DIVERGING I BELIEVE THEY CAME WITHIN 1 MILE, 0 VERTICAL, CONVERGING AT CLOSE TO 250 KNOTS. I WAS ABOUT TO ISSUE GO AROUND INSTRUCTIONS TO AIR CARRIER X WHEN I HEARD HELICOPTERS GET THE VISUAL READ BACK AND SAW **HELICOPTER**'S NEXT RADAR RETURN IN A DESCENDING LEFT TURN. THE CONTROLLER WORKING HELICOPTERS AT THE TIME BLATANTLY DISREGARDED MY ATTEMPTS AT COORDINATION BEFORE TAKING ACTION. I HAVE SENT AROUND ANOTHER AIRBUS IN A PRIOR SITUATION WHERE HE ATTEMPTED TO CROSS MY FINAL WITH A **HELICOPTER** WITHOUT COORDINATION. INTERPERSONAL RELATIONSHIPS SHOULD NOT BE A FOCUS IN SAFE MOVEMENT OF AIR TRAFFIC. OUR **HELICOPTER** OPERATION IS AN ABOMINATION OF THE PICTURE OF SAFE AIRCRAFT MOVEMENT. WE HAD AN OPERATIONAL ERROR WHICH LED TO A CORRECTIVE ACTION PLAN BEING IMPLEMENTED IN A SHOTGUN FASHION. WE HAVE AT LEAST TRIPLED THE **HELICOPTER** CONTROLLERS' WORKLOAD DUE TO REQUIRING ALTITUDE VERIFICATION AND RADAR IDENTIFICATION PROCEDURES THAT NONE OF US HAVE ACHIEVED A COMFORTABLE GRASP OF. IN THIS CASE SPECIFICALLY, THE ROUTE TO BE FLOWN BY THE **HELICOPTER** SHOULD HAVE NEVER BEEN APPROVED WITHOUT COORDINATION FROM THE **HELICOPTER** CONTROLLER DIRECTLY TO THE LOCAL CONTROLLER. ADDITIONALLY, THE **HELICOPTER** SHOULD HAVE NEVER BEEN ALLOWED NEAR THE FINAL DURING THIS TIME PERIOD WHICH IS A CONSISTENTLY BUSY HOUR.

END REPORT

ASRS REPORT: 1450496

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1450496
Local Date	01-MAY-17
Local Time	1801-2400

Synopsis

AIR CARRIER FLIGHT CREW REPORTED ON A NIGHT RIVER VISUAL RUNWAY 19 TO DCA THEY RECEIVED A GPWS OBSTACLE WARNING AND CONTINUED TO A LANDING.

Assessment

Event Primary Problem	HUMAN FACTORS
Event Contributing Factors	HUMAN FACTORS
ATC Event Results	ISSUED ADVISORY / ALERT
Flight Crew Event Results	RETURNED TO CLEARANCE

Anomaly Information

Conflict Anomaly Desc	AIRBORNE CONFLICT
In-Flight event Anomaly Desc	UNSTABILIZED APPROACH
Anomaly Detected - Person Desc	FLIGHT CREW

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT

Environmental Information

Weather Conditions	VMC
Ceiling Single Value (ft)	5000
Light Condition	NIGHT

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	MEDIUM LARGE TRANSPORT, LOW WING, 2 TURBOJET ENG
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	INITIAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Flt Crew Exp	3400
Flt Crew Function	PILOT FLYING
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

DURING THE DCA RIVER VISUAL RUNWAY 19 APPROACH (NIGHT VMC), A FEW ACTIONS HAPPENED IN QUICK SUCCESSION. THE FIRST HAPPENED WHEN

WE WERE RECONFIGURING THE AIRPLANE FOR THE APPROACH. I CALLED FOR FLAPS 3, AFTER A FEW SECONDS, I LOOKED OVER AND SAW THE FLAP SELECTOR IN THE FLAPS 4 CONFIGURATION. I MENTIONED THIS TO THE FO WHO RECONFIGURED THE FLAP SELECTOR BACK TO FLAPS 3. AT THE TIME, I WAS HAND FLYING THE AIRPLANE. WHILST MY ATTENTION WAS ON THE FLAP CONFIGURATION, I UNINTENTIONALLY MUST HAVE LOWERED THE NOSE OF THE AIRPLANE CAUSING THE GPWS TO CALL OUT "PULL UP, PULL UP, OBSTACLE" TO ANNUNCIATE. I QUICKLY ADDED POWER AND RAISED THE NOSE OF THE AIRPLANE TO ARREST THE GPWS. DON'T FIXATE ON ANY ONE THING. KEEP A GOOD AWARENESS OF WHAT IS HAPPENING AROUND YOU.

Information For Person Sequence 2

Reporting Organization	AIR CARRIER
Flt Crew Exp	145
Flt Crew Function	PILOT NOT FLYING
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

I WAS PILOT MONITORING FOR THIS LEG AND WE WERE PERFORMING THE RIVER VISUAL 19 INTO DCA IN NIGHT VMC CONDITIONS. PRIOR TO BEING CLEARED FOR THE APPROACH, WE WERE BEING VECTORED BY ATC. WE WERE INSTRUCTED TO SLOW TO 170 KTS AND DESCEND TO AND MAINTAIN 3000 FT. WE WERE FURTHER INSTRUCTED TO SLOW TO 150 KTS, MAINTAIN 3000 FT AND ADVISE WHEN WE HAD THE RIVER IN SIGHT. I REPEATED THE INSTRUCTION WITH NO CORRECTION FROM ATC. WE SLOWED TO 150 KTS, AND AT THIS POINT WE WERE AT 3000 FT JUST NORTHWEST OF FERGI. ATC ASKED IF WE HAD STARTED OUR TURN SOUTH YET AND I ADVISED WE HAD THE RIVER IN SIGHT. HE THEN ASKED IF WE TURNED SOUTH YET AND "I SAID NO, WHAT WAS THE HEADING." HE SAID 150 DEGREES AND ADVISE WHEN WE HAVE THE RIVER. WE COMPLIED, TURNED TO 150 DEGREES, ADVISED WE HAD THE RIVER INSIGHT AND ATC SUBSEQUENTLY CLEARED US FOR THE APPROACH. THE CONTROLLER THEN SAID TO MAINTAIN 170 KTS UNTIL 5 DME. DURING THIS, THE CAPTAIN HAD CALLED FOR FLAPS 3 AND I MISSED THE DETENT AND WENT TO FLAPS 4 BY MISTAKE. IN THE CONFUSION, I DIDN'T NOTICE BUT THE CAPTAIN CAUGHT IT. I WENT BACK TO FLAPS 3 AND WE CONTINUED ON WITH THE APPROACH. ATC TOLD US TO SWITCH TO TOWER. TOWER TOLD US WE WERE CLEARED TO LAND. WE CONTINUED DESCENDING ON THE APPROACH AND FINISHED CONFIGURING. OUR DESCENT RATE WAS ROUGHLY 600-700 FPM. FURTHER IN ON THE APPROACH, TOWER ADVISED US THERE WAS A **HELICOPTER** BEHIND AND BELOW US AND AFTER HIS

TRANSMISSION, WE RECEIVED A TRAFFIC ALERT. I WAS LOOKING FOR THE TRAFFIC OUTSIDE AND ON THE MFD AND TRYING TO MAINTAIN THE AIRFIELD. BETWEEN 700-800 FT WE RECEIVED A GPWS CAUTION FOLLOWED BY A WARNING. WE WERE ABOUT 3 DME FROM DCA, NEAR THE CLUSTER OF HOTELS WHEN WE RECEIVED THE WARNING. THE CAPTAIN PULLED UP AND LEVELED-OFF AT AN ALTITUDE MORE CONSISTENT WITH OUR POINT ON THE APPROACH, THE WARNING CEASED, AND WE CONTINUED ON WITH THE APPROACH. AT 500 FT, WE WERE ON A PROPER DESCENT PATH, AT OUR APPROACH SPEED AND IN A SAFE POSITION TO LAND. WE LANDED AND TAXIED TO THE GATE. IN HINDSIGHT, AS PILOT MONITORING, THERE WERE MANY FACTORS THAT LEAD TO THE GPWS WARNING AND IT STARTED BEFORE THE APPROACH. THE CONFUSION BETWEEN US AND THE CONTROLLER HELPED FACILITATE ME SELECTING THE WRONG FLAP SETTING AND NOT REALIZING IT DUE TO MY ATTENTION BEING SPLIT. THE TRAFFIC ALERT ON THE APPROACH BROKE MY ATTENTION AWAY FROM MONITORING THE APPROACH MOMENTARILY. THESE ALL HELPED ME TO NOT REALIZE THAT WE HAD GOTTEN LOW ON THAT SEGMENT OF THE VISUAL APPROACH ULTIMATELY LEADING TO THE GPWS WARNING FOR OBSTACLES ON THE VISUAL. AFTER THE CAPTAIN REACTED, THE WARNING WENT AWAY AND WE WERE BACK ON THE CORRECT DESCENT ANGLE FOR THE APPROACH. THE CORRECT ACTION WOULD HAVE BEEN, AS PILOT MONITORING, TO IMMEDIATELY CALL FOR THE GO-AROUND WHEN WE RECEIVED THE WARNING.

END REPORT

ASRS REPORT: 1344833

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1344833
Local Date	01-APR-16
Local Time	1201-1800

Synopsis

HELICOPTER CREW WAS UNABLE TO ESTABLISH COMMUNICATION WITH THE PCT TRACON FOR PERMISSION TO ENTER THE DC SFRA. THE AIRCRAFT PROCEEDED TO ITS DESTINATION ANYWAY.

Assessment

Event Primary Problem	ATC EQUIPMENT / NAV FACILITY / BUILDINGS

Event Contributing Factors	PROCEDURE
ATC Event Results	PROVIDED ASSISTANCE
Flight Crew Event Results	REQUESTED ATC ASSISTANCE / CLARIFICATION

Anomaly Information

Airspace Anomaly Flag	ALL TYPES
ATC Anomaly Flag	ALL TYPES
Anomaly Detected - Person Desc	FLIGHT CREW

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Altitude MSL - Single Value(ft)	1500

Environmental Information

Weather Conditions	VMC
Ceiling Single Value (ft)	2100
Light Condition	DAYLIGHT
WX Elements Visual Desc	RAIN
WX Elements Visual (sm)	4

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	HELICOPTER
Acft Operator Desc	GOVERNMENT
Acft Far Part	PART 91
Acft Flight Mission	PASSENGER
Acft Flight Phase	CRUISE
Acft Flight Plan	VFR
Flight Crew Count	2

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	GOVERNMENT
Comm Breakdown Party 1	ATC
Comm Breakdown Party 2	FLIGHT CREW
Flt Crew Exp (last 90 days)	40
Flt Crew Total Exp	3100
Flt Crew Exp	300
Flt Crew Function	PILOT FLYING
Human Factors	SITUATIONAL AWARENESS
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	INSTRUMENT

Narrative

UPON DEPARTURE AND OBTAINING CRUISE FLIGHT AT 1500 FEET MSL/150 KNOTS, RADIO COMMUNICATION WAS ATTEMPTED WITH TRACON PRIOR TO ENTRY INTO THE SFRA VIA THE SPECIAL FLIGHT RULES AREA (SFRA) FREQUENCY WITH NEGATIVE RESULTS. I HAD EXPERIENCED THIS OCCURRENCE ON NUMEROUS OCCASIONS IN THIS PORTION OF AIRSPACE UNLESS ABLE TO OPERATE AT A HIGHER ALTITUDE (1800 FEET-2000 FEET MSL) OR CLOSER TO THE FLIGHT RESTRICTED ZONE (FRZ). THIS HAD ALSO BEEN A DISCUSSION TOPIC AT TWO **HELICOPTER** ORGANIZATION CONFERENCES WITH TRACON REPRESENTATION. THEY STATED THERE WAS A KNOWN RADIO COMMUNICATION DEFICIENCY WITH AIRCRAFT OPERATING AT LOWER ALTITUDES IN THAT AREA. THEIR GUIDANCE WAS TO PROCEED INTO THE SFRA AND CONTINUE WITH RADIO CALLS "IN-THE-BLIND", WHILE SQUAWKING THE APPROPRIATE COMPANY TRANSPONDER CODE UNTIL TWO-WAY CONTACT WAS ESTABLISHED. COORDINATION WOULD ALSO ENSURE THE ASSIGNED MISSION AIRCRAFT ROUTE OF FLIGHT AND DESTINATION WOULD BE VERIFIED. SINCE THE CURRENT WEATHER CONDITIONS (APPROXIMATELY 2100 FOOT CEILING AND 4-5 MILES IN SCATTERED RAIN SHOWERS) PREVENTED A HIGHER ALTITUDE, THE DECISION WAS MADE TO PROCEED INTO THE SFRA AND ATTEMPT FURTHER RADIO CONTACT. TWO MORE CALLS WERE MADE ON THE SFRA FREQUENCY WITH NO RESPONSE RECEIVED FROM ATC. FIVE MILES INTO THE SFRA AND STILL UNABLE TO CONTACT ATC, I HAD THE SIC SWITCH TO TOWER FREQUENCY. AS THE SIC WAS ESTABLISHING CONTACT WITH TOWER, A LAW ENFORCEMENT **HELICOPTER** RELAYED A TRACON REQUEST FOR OUR AIRCRAFT TO CONTACT THEM ON [FREQUENCY]. I RESPONDED WE HAD ALREADY SWITCHED TO TOWER AND WOULD PROCEED ON THAT FREQUENCY. IMMEDIATE TWO-WAY COMMUNICATION WAS ESTABLISHED WITH A POSITIVE RADAR CONTACT CALL AND TOWER CLEARANCE TO ENTER THE AIRSPACE VIA OUR REQUESTED ROUTE OF FLIGHT. THE FLIGHT CONTINUED, AND RETURN TO THE HOME BASE. UPON OUR RETURN, WE RECEIVED A MESSAGE TO CONTACT A FAA REPRESENTATIVE TO DISCUSS ASPECTS OF OUR FLIGHT. THE CONVERSATION COVERED WHAT WAS OCCURRING AND THE ACTIONS TAKEN BY OUR AIRCREW. THE FAA REPRESENTATIVE DETAILED HOW TRACON COULD SEE OURS AND ANOTHER AIRCRAFT'S (10 MINUTES IN TRAIL) APPROPRIATE TRANSPONDER CODES, WE WERE NORDO. THE FAA REPRESENTATIVE STATED WITH BOTH AIRCRAFT WITHIN CLOSE PROXIMITY TO EACH OTHER THEY WERE THINKING THEY WERE BEING TESTED AND INITIATED THEIR PROTOCOLS. THE FAA REPRESENTATIVE STATED HE CALLED AND WAS ABLE TO VERIFY BOTH AIRCRAFT, THEIR ROUTE OF FLIGHT AND DESTINATION. HE ALSO STATED FURTHER PROTOCOLS WERE SUSPENDED. I DISCUSSED WITH HIM THE ACTIONS AND THOUGHT PROCESS TAKEN BY OUR AIRCREW AS PREVIOUSLY OUTLINED. HE RELAYED A COUPLE OF FREQUENCIES PROVIDED BY TRACON THAT WOULD BE MORE USEFUL IN THAT AREA OF THE SFRA. HE THANKED ME FOR THE FEEDBACK AND I STATED I WOULD PASS THIS INFORMATION ON TO OUR COMMAND AIRCREW. WHAT COULD PREVENT THIS FROM OCCURRING IN THE FUTURE? ALL OF OUR FUNCTIONS REQUIRE A MULTIFACETED EFFORT WHEN OPERATING WITH CLEAR AND EFFECTIVE COMMUNICATION BETWEEN ALL PARTIES VITAL IN SUCCESSFUL MISSION ACCOMPLISHMENT. WITH THE ASSOCIATED SPECIAL USE AIRSPACE AND ITS UNIQUE OPERATING PROCEDURES, EVERYONE MUST BE DILIGENT IN THIS EFFORT. FROM THE INDIVIDUAL COMMAND AIRCRAFT TO ATC, EVERY LEVEL MUST BE CLEAR IN THEIR INTENT AND EFFECTIVELY COMMUNICATE THIS TO ALL OTHER CONCERNED ENTITIES. IMPROVED COMMUNICATION RELAYS/TOWERS IN THIS AREA WOULD BE HELPFUL IN FILLING IN GAPS FURTHER ASSISTING LOWER ALTITUDE AIRCRAFT. ESTABLISH AN IMPROVED COMMUNICATION PATH BETWEEN THE HELICOPTERS AND TRACON TO PASS FREQUENCY CHANGES THAT ENHANCE KNOWN PROBLEM AREAS.

Information For Person Sequence 2

Reporting Organization	GOVERNMENT
Comm Breakdown Party 1	ATC
Comm Breakdown Party 2	FLIGHT CREW
Flt Crew Function	PILOT NOT FLYING
Human Factors	SITUATIONAL AWARENESS
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

PRIOR TO ENTERING THE SFRA, AIRCRAFT WITH COMPANY CODE IN THE TRANSPONDER CONTACTED TRACON. TRACON DIRECTED THE CREW TO CONTACT THEM ON [FREQUENCY]. THE CREW DID NOT RECEIVE A RESPONSE ON [FREQUENCY], WHICH IS COMMON WHEN FLYING IN THIS AREA AT LOWER ALTITUDES. WHILE CONTINUING INTO THE SFRA, SWITCHED BACK TO A DIFFERENT FREQUENCY. TRAFFIC ON THIS FREQUENCY WAS HEAVY. AFTER A FEW MINUTES, THE CREW WAS ABLE TO GAIN CONTACT WITH THE CONTROLLER AND HEARD "RADAR CONTACT" FROM THE CONTROLLER. COMMUNICATION WITH ATC PROGRESSED NORMALLY AFTER THAT TO INCLUDE SWITCHING TO TOWER.

END REPORT

ASRS REPORT: 1258213

Data Source	AVIATION SAFETY REPORTING SYSTEM

Report Number	1258213
Local Date	01-APR-15
Local Time	1201-1800

Synopsis

A320 CAPTAIN REPORTED EXPERIENCING AN NMAC WITH A HELICOPTER ON THE MOUNT VERNON APPROACH TO DCA.

Assessment

Event Primary Problem	AMBIGUOUS
Event Contributing Factors	PROCEDURE
Flight Crew Event Results	TOOK EVASIVE ACTION

Anomaly Information

Conflict Anomaly Desc	NMAC
Anomaly Detected - Auto Desc	AIRCRAFT RA

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Verical Miss Distance (ft)	300
Altitude MSL - Single Value(ft)	2500

Environmental Information

Weather Conditions	VMC

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	A320
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Phase	FINAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

Aircraft 2

Acft Make/Model Desc	HELICOPTER
Acft Flight Phase	CRUISE

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Flt Crew Exp (last 90 days)	180
Flt Crew Total Exp	16500

Flt Crew Exp	3600
Flt Crew Function	PILOT NOT FLYING
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

ON THE MOUNT VERNON VISUAL ON 11 MILE FINAL AND LEVEL AT 2500 FT, POTOMAC ADVISED US OF POP-UP **HELICOPTER** TRAFFIC 500 FEET BELOW OUR ALTITUDE. DUE TO THE POTENTIAL CONFLICT POTOMAC CANCELLED OUR APPROACH CLEARANCE AND SAID TO MAINTAIN 2500 FEET. WE HAD NO TRAFFIC DISPLAYED ON THE TCAS AT THAT TIME. A FEW SECONDS LATER AT ABOUT 10 MILE FINAL THE TRAFFIC DISPLAYED IN RED AND WE RECEIVED A TCAS RESOLUTION ADVISORY (RA) TO CLIMB. WE CLIMBED AND TOLD ATC THAT WE WERE CLIMBING DUE TO THE RA. THE "CLIMB" WARNING STOPPED AFTER ABOUT 300 FEET, WE DEVIATED ABOUT 500 (3000 MSL) IN TOTAL. AFTER THE "CLEAR OF CONFLICT" ALERT WE RETURNED TO 2500 FEET. WE THEN ASKED FOR A NEW CLEARANCE TO GET BACK IN SEQUENCE FOR ARRIVAL. I INFORMED POTOMAC THAT I WOULD FILE A REPORT. I SAW 400 FEET ON THE TCAS AS THE CLOSEST DISTANCE BETWEEN THE TWO AIRCRAFT.

Information For Person Sequence 2

Reporting Organization	AIR CARRIER
Flt Crew Exp (last 90 days)	174
Flt Crew Total Exp	1187
Flt Crew Exp	961
Flt Crew Function	PILOT FLYING
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

[REPORT NARRATIVE CONTAINED NO ADDITIONAL INFORMATION]

END REPORT

ASRS REPORT: 1871698

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1871698
Local Date	01-JAN-22
Local Time	

Synopsis

AIR CARRIER CAPTAIN REPORTED RECEIVING A TERRAIN CAUTION MESSAGE FOLLOWED BY A LOW ALTITUDE ALERT FROM ATC WHILE RESPONDING TO A TRAFFIC RESOLUTION ADVISORY.

Assessment

Event Primary Problem	PROCEDURE
Event Contributing Factors	PROCEDURE
ATC Event Results	ISSUED ADVISORY / ALERT
Flight Crew Event Results	TOOK EVASIVE ACTION

Anomaly Information

Conflict Anomaly Desc	AIRBORNE CONFLICT
Alt Deviation Anomaly Desc	EXCURSION FROM ASSIGNED ALTITUDE
Track/Heading Deviation Anomaly Flag	ALL TYPES
In-Flight event Anomaly Desc	CFTT / CFIT
Anomaly Detected - Person Desc	FLIGHT CREW
Anomaly Detected - Auto Desc	AIRCRAFT TERRAIN WARNING

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT

Environmental Information

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	COMMERCIAL FIXED WING
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	INITIAL APPROACH

Acft Flight Plan	IFR
Flight Crew Count	2

Aircraft 2

Acft Make/Model Desc	HELICOPTER
Acft Flight Phase	CRUISE
Flight Crew Count	1

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Comm Breakdown Party 1	FLIGHT CREW
Comm Breakdown Party 2	ATC
Flt Crew Function	PILOT FLYING
Human Factors	WORKLOAD
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	MULTIENGINE

Narrative

ATC DELAYED SWITCH FROM APPROACH TO TOWER LED TO TA AND RESULTING ALTITUDE DEVIATION CAUSING A GPWS CAUTION. TOWER THEN ISSUED A

LOW ALTITUDE ALERT. **HELICOPTER** TRAFFIC WAS HEADING UP THE POTOMAC WHILE WE WERE ON THE RIVER VISUAL APPROACH DID NOT ALERT US TO THE ON COMING TRAFFIC. BY THE TIME TOWER RESPONDED WE HAD A RA TO DESCEND WHICH LED TO A GPWS AND LOW ALTITUDE ALERT FROM TOWER. WE CONFIRMED TRAFFIC IN SIGHT AND MANEUVERED BACK ON COARSE TO CORRECT THE DEVIATION, IN JUDGEMENT THE SAFETY OF FLIGHT WAS NOT COMPROMISED AS SUCH WE CONTINUED THE APPROACH TO LANDING ON RUNWAY 19. AS I BELIEVE A GO-AROUND WOULD HAVE EXACERBATED THE SITUATION AND LED TO FURTHER PROBLEMS.

END REPORT

ASRS REPORT: 1266769

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1266769
Local Date	01-MAY-15
Local Time	0601-1200

Synopsis

Assessment

Event Primary Problem	PROCEDURE
Event Contributing Factors	PROCEDURE

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Anomaly Detected - Person Desc	FLIGHT CREW

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT

Environmental Information

Weather Conditions	VMC
Light Condition	DAYLIGHT

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	LARGE TRANSPORT
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	LANDING
Acft Flight Plan	IFR
Flight Crew Count	2

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Comm Breakdown Party 1	ATC
Comm Breakdown Party 2	FLIGHT CREW
Flt Crew Exp (last 90 days)	240
Flt Crew Total Exp	22000
Flt Crew Exp	6000
Flt Crew Function	CAPTAIN
Human Factors	WORKLOAD
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	MULTIENGINE

Narrative

I AM A CAPTAIN FOR A MAJOR CARRIER, AND HAVE FLOWN IN AND OUT OF DCA WITH THAT CARRIER FOR MANY YEARS, MUCH OF THE TIME BEING BASED THERE. I CURRENTLY FLY ALL OVER THE US. DCA TOWER IS UNIQUE IN THE US. THEY ARE CONSISTENT IN THAT THEY ARE ALWAYS "CLIMBING IN MY COCKPIT" TRYING TO FLY MY AIRCRAFT. LANDING THERE YESTERDAY, I WAS TOLD "EXPECT MINIMUM TIME ON THE RUNWAY"; IMMEDIATELY AFTER I LANDED, THE CONTROLLER WAS TELLING THE AIRCRAFT TAKING THE RUNWAY TO "POWER UP". THEY TELL AIRCRAFT TO TAXI FASTER TO CLEAR EXITS FOR LANDING AIRCRAFT. I UNDERSTAND DCA IS A BUSY AIRPORT, I WAS BASED THERE FOR YEARS. THE MILITARY LOW LEVEL **HELICOPTER** TRAFFIC THAT ROUTINELY IS IN THE DCA TRAFFIC AREA COMPLICATES MATTERS. BUT THIS IS PROBABLY THE MOST DANGEROUS AIRPORT IN THE UNITED STATES, STRICTLY BASED ON THE THE FACT THE CONTROLLERS ARE PUSHING, PUSHING, PUSHING, IN AN ATTEMPT TO HANDLE THE TRAFFIC THEY HAVE.

END REPORT

ASRS REPORT: 1090002

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1090002
Local Date	01-MAY-13
Local Time	1201-1800

Synopsis

WHEN CLEARED OFF THE MOUNT VERNON VISUAL TO CIRCLE TO LAND ON RUNWAY 33 THE FLIGHT CREW OF A COMMERCIAL FIXED WING AIRCRAFT SUFFERED A NMAC WITH HELICOPTER THAT HAD BEEN DIRECTED TO MAKE A RIGHT 360 TO CLEAR THE APPROACH PATH.

Assessment

Event Primary Problem	AMBIGUOUS
Event Contributing Factors	PROCEDURE
Flight Crew Event Results	TOOK EVASIVE ACTION

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Conflict Anomaly Desc	NMAC
Anomaly Detected - Person Desc	FLIGHT CREW

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Horizontal Miss Distance (ft)	300
Verical Miss Distance (ft)	300
Magnetic Bearing (deg)	300

Environmental Information

Weather Conditions	VMC

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	COMMERCIAL FIXED WING
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	INITIAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

Aircraft 2

Acft Make/Model Desc	HELICOPTER

Acft Flight Phase	INITIAL APPROACH
Flight Crew Count	1

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Comm Breakdown Party 1	ATC
Comm Breakdown Party 2	FLIGHT CREW
Flt Crew Function	PILOT NOT FLYING
Human Factors	CONFUSION
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X

Narrative

WE WERE ON THE MOUNT VERNON VISUAL APPROACH TO WASHINGTON NATIONAL AIRPORT, AND THE TOWER INSTRUCTED US TO CIRCLE TO LAND ON RUNWAY 33. WHILE WE MADE OUR APPROACH TO RUNWAY 33, TOWER ADVISED A **HELICOPTER** WAS MANEUVERING AT OUR 12 O'CLOCK POSITION. AS WE CONTINUED OUR APPROACH, TOWER INSTRUCTED THE **HELICOPTER** TO "MAKE A RIGHT 360 FOR A JET ON A 2 MILE FINAL FOR RUNWAY 33, AND TO REPORT HIM IN SIGHT" (REFERRING TO OUR AIRCRAFT.) THE TOWER THEN ASKED THE **HELICOPTER** IF HE HAD US IN SIGHT. HE REPLIED "YES", AND THE TOWER TOLD HIM TO MAINTAIN VISUAL SEPARATION. AS WE BEGAN OUR TURN FROM BASE TO FINAL, THE **HELICOPTER** MADE WHAT LOOKED LIKE A RIGHT TURN DIRECTLY INTO OUR FLIGHT PATH. THE CAPTAIN, THE PILOT FLYING, MADE A HARD RIGHT TURN AND EXECUTED A MISSED APPROACH TO AVOID A COLLISION. I'M NOT SURE HOW CLOSE WE CAME TO THE **HELICOPTER** SINCE IT WAS ON THE LEFT SIDE OF THE AIRCRAFT, BUT I WOULD GUESS IT WAS ONLY A FEW HUNDRED FEET.

Information For Person Sequence 2

Reporting Organization	AIR CARRIER
Flt Crew Function	PILOT FLYING
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

THE **HELICOPTER** DID HIS 360 RIGHT IN FRONT OF RUNWAY 33... I EXECUTED A MISSED APPROACH WITH A CLIMBING RIGHT TURN TO AVOID THE **HELICOPTER** AND STAY AWAY FROM THE PROHIBITED AREAS. TOWER SAID THEY WERE GOING TO FILE A REPORT.

END REPORT

ASRS REPORT: 880002

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	880002
Local Date	01-MAR-10
Local Time	0601-1200

Synopsis

AN E-170 FLIGHT CREW ON THE RIVER VISUAL TO DCA EXPERIENCED A CLOSE ENCOUNTER ON SHORT FINAL WITH AN AIRCRAFT INBOUND TO THE SAME RUNWAY APPARENTLY ON A LEFT VISUAL APPROACH FOR THE SAME RUNWAY. NEITHER APPROACH CONTROL NOR THE TOWER ADVISED OF THE CONFLICTING TRAFFIC.

Assessment

Event Primary Problem	HUMAN FACTORS
Event Contributing Factors	PROCEDURE
Flight Crew Event Results	TOOK EVASIVE ACTION

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Conflict Anomaly Desc	AIRBORNE CONFLICT
Anomaly Detected - Person Desc	FLIGHT CREW

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Verical Miss Distance (ft)	100

Environmental Information

Weather Conditions	VMC
Light Condition	DAYLIGHT

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	EMB ERJ 170/175 ER/LR
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Phase	INITIAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Comm Breakdown Party 1	FLIGHT CREW
Comm Breakdown Party 2	ATC
Flt Crew Function	PILOT NOT FLYING
Human Factors	DISTRACTION
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

I WAS CAPTAIN AND PILOT NOT FLYING ON A FLIGHT TO DCA. CONTACTING POTOMAC APPROACH WE WERE TOLD TO EXPECT THE RIVER VISUAL TO RUNWAY 19. AFTER BEING CLEARED FOR THE APPROACH WE WERE INSTRUCTED TO MAINTAIN 180K TILL 5 DME. AT APPROXIMATELY 4-6 MILES OUT WE WERE THEN TOLD TO CONTACT TOWER. EVERYTHING UP TILL THIS POINT SEEMED TO BE NORMAL VFR OPERATIONS INTO DCA. UPON CONTACTING TOWER, WE WERE CLEARED TO LAND AND ASKED TO MAKE THE FIRST AVAILABLE TURN OFF. THIS LED ME TO BELIEVE THAT WE HAD TRAFFIC CLOSE BEHIND ALSO ON THE RIVER VISUAL. AROUND 1000FT AGL TOWER ASKED IF WE COULD ACCEPT RUNWAY 15. I RESPONDED, "NEGATIVE". FROM THIS POINT ON THINGS HAPPENED VERY QUICKLY AND I WILL TRY TO BE AS DETAILED AS I CAN. AFTER DECLINING RUNWAY 15, TOWER INSTRUCTED US THAT WE WERE NOW #2 CLEARED TO LAND 19. I WAS CONFUSED AT THE TIME BECAUSE WE WERE NOW CROSSING OVER THE ARLINGTON MEMORIAL BRIDGE AROUND 700FT AGL AND I HAD NO TRAFFIC IN FRONT OF US IN SIGHT. VERY SHORTLY THEREAFTER, APPROXIMATELY 500 AGL, WE RECEIVED A TA COMING FROM THE EAST ABOUT 100FT ABOVE OUR ALTITUDE. AT THIS POINT WE WERE JUST ABOUT TO TURN FINAL. I QUICKLY LOOKED TO MY 10-11 O'CLOCK AND SAW A JETSTREAM STARTING TO CROSS DIRECTLY IN FRONT OF OUR FLIGHT PATH. MY FIRST OFFICER MAINTAINED HEADING MOMENTARILY AND DELAYED THE TURN TO FINAL. THIS KEPT US FROM RECEIVING WHAT I BELIEVE WOULD HAVE BEEN AN IMMINENT RA AT VERY LOW ALTITUDE. BEFORE WE HAD A CHANCE TO RESPOND, THE PILOT OF JETSTREAM INITIATED A GO AROUND. WE WENT SLIGHTLY THROUGH FINAL BUT WERE ABLE TURN IN FOR A NORMAL LANDING. AT NO TIME WAS THE APPROACH UNSTABILIZED. FROM MY PERCEPTION OF THE EVENT, I BELIEVE IF BOTH AIRCRAFT HAD CONTINUED ON TOWER INSTRUCTIONS WE WOULD HAVE BEEN 3-5 SECONDS FROM A POSSIBLE MID AIR COLLISION. BOTH MYSELF AND THE PILOT OF THE JETSTREAM MADE IT VERBALLY CLEAR TO TOWER THAT WE WERE NOT HAPPY WITH WHAT HAD JUST OCCURRED. I AM FILING THIS REPORT FOR SAFETY AWARENESS. I DO NOT BELIEVE THAT WE DID ANYTHING INCORRECTLY DURING THIS INCIDENT. MY ISSUES ARE THAT WE WERE NEVER PROPERLY MADE AWARE THAT OTHER TRAFFIC WAS APPROACHING FROM THE EAST. THERE ALSO CLEARLY WAS NOT PROPER SEPARATION. I PERSONALLY HAVE NEVER SEEN AIRCRAFT MAKE LEFT TRAFFIC OVER THE POTOMAC FOR RUNWAY 19. THINKING BACK, I DO REMEMBER SEEING A TARGET TO THE EAST ON TCAS, BUT IT IS COMMONPLACE TO HAVE **HELICOPTER** TRAFFIC AROUND 300-500 AGL IN THAT AREA. I BELIEVE LOSS OF SEPARATION WAS CAUSED BY IMPROPER VECTORING FROM APPROACH CONTROL. I PERSONALLY MADE A PHONE CALL TO TOWER AFTER ARRIVING AT OUR GATE AND THE SUPERVISOR WORKING CONFIRMED THIS. SHE INDICATED TO ME THAT APPROACH HAD VECTORED BOTH AIRCRAFT IN TIGHTLY AND BASICALLY DUMPED IT ON THE TOWER TO FIGURE OUT HOW TO COORDINATE THE LANDINGS. THIS WHOLE EVENT OCCURRED IN WHAT I PERCEIVED TO BE A 6-8 SECOND TIME FRAME. I WOULD SAY THIS ONLY REINFORCES THE FACT THAT FLIGHT CREWS NEED TO BE EXTRA VIGILANT CONDUCTING FLIGHT OPERATIONS IN HIGH TRAFFIC AREAS AND SPECIAL USE AIRPORTS SUCH AS WASHINGTON NATIONAL. AND ALSO TO NEVER COMPLETELY RELY ON ATC TO MAINTAIN AIRCRAFT SEPARATION.

END REPORT

ASRS REPORT: 1283693

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	1283693
Local Date	01-JUL-15
Local Time	0601-1200

Synopsis

A CRJ-200 FLIGHT CREW REPORTED A NMAC WITH A HELICOPTER ON APPROACH TO RUNWAY 33 AT DCA. THE CREW STATED THE TRAFFIC CALL FROM TOWER CAME TOO LATE TO BE EFFECTIVE.

Assessment

Event Primary Problem	HUMAN FACTORS
Event Contributing Factors	HUMAN FACTORS
ATC Event Results	ISSUED ADVISORY / ALERT
Flight Crew Event Results	TOOK EVASIVE ACTION

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Conflict Anomaly Desc	NMAC
Anomaly Detected - Person Desc	FLIGHT CREW

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT
Verical Miss Distance (ft)	500

Altitude AGL - Single Value(ft)	400

Environmental Information

Weather Conditions	VMC
Light Condition	DAYLIGHT

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	REGIONAL JET 200 ER/LR (CRJ200)
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	INITIAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

Aircraft 2

Acft Make/Model Desc	HELICOPTER

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Comm Breakdown Party 1	FLIGHT CREW
Comm Breakdown Party 2	ATC
Flt Crew Function	PILOT FLYING
Human Factors	SITUATIONAL AWARENESS
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

NMAC (near midair collision)

Narrative

[OUR FLIGHT] INTO DCA WAS IN A NMAC. WE WERE SUPPOSED TO CIRCLE FROM THE VISUAL RUNWAY 1 TO INSTEAD LAND ON 33. WE FOLLOWED THE [COMPANY] STATION BULLETIN PROCEDURES EXACTLY AS PLANNED AND CAME WITHIN VERY CLOSE CONTACT OF ANOTHER AIRCRAFT. THIS OCCURRED ABOUT 400 FEET OFF THE GROUND TO THE POINT WHERE THE PILOT MONITORING HAD TO TAKE THE CONTROLS TO MAKE A CORRECTION IN ORDER TO PREVENT IT FROM BECOMING A MIDAIR COLLISION. AFTER THERE WAS ACTION TAKEN TO MAKE A CORRECTION FROM THE CLOSE CALL, WE WERE THEN INFORMED BY DCA TOWER OF CLOSE TRAFFIC ALTHOUGH AT THAT POINT IT WOULD HAVE BEEN TOO LATE. I HAVE FLOWN WITH PEOPLE WHO FOR THE PURPOSE OF HAVING A BETTER CHANCE OF A STABILIZED APPROACH WOULD HAVE HAD A WIDER CIRCLE TO LAND PROCEDURE WHICH I'M SURE WOULD HAVE ALMOST DEFINITELY ENDED IN THE COLLISION OF TWO AIRCRAFT OVER THE TURN TO FINAL FOR 33 IN DCA. THERE WAS AN EXTREME LACK OF COMMUNICATION BETWEEN DCA TOWER TO [OUR FLIGHT] OR DCA TOWER TO THE ASSOCIATED **HELICOPTER** WHO DID NOT EVER POP UP ON TCAS WHICH I'M ASSUMING IS DUE TO A LACK OF AN OPERATING TRANSPONDER. NO TCAS RA WAS ASSOCIATED WITH THIS EVENT. THIS OCCURRED DUE TO AN EXTREME LACK OF COMMUNICATION BETWEEN DCA TOWER AND [OUR FLIGHT] OR DCA TOWER AND THE ASSOCIATED **HELICOPTER**. OTHERWISE THE OTHER REASON THIS MAY HAVE HAPPENED IS BECAUSE OF AN UNCLEAR IDEA OF WHERE AIRCRAFT SHOULD BE LOCATED DURING RUNWAY 33 CIRCLE TO LAND OPERATIONS. I BELIEVE I WAS ON TRACK WITH WHAT THE [COMPANY] GUIDELINES ARE FOR THAT PARTICULAR PROCEDURE BUT THERE IS A POSSIBILITY THAT THE OTHER TRAFFIC OPERATING AROUND THAT AREA MAY NOT BE AWARE OF WHERE EXACTLY WE ARE LOCATED OR MAYBE THEY DON'T HAVE A SPECIFIC GUIDELINE TO KEEP THE ARRIVING TRAFFIC SEPARATED FROM THE LOW FLYING HELICOPTERS.

Information For Person Sequence 2

Reporting Organization	AIR CARRIER
Comm Breakdown Party 1	FLIGHT CREW
Comm Breakdown Party 2	ATC
Flt Crew Function	PILOT NOT FLYING
Human Factors	SITUATIONAL AWARENESS
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	AIR TRANSPORT PILOT (ATP)

Narrative

[REPORT NARRATIVE CONTAINED NO ADDITIONAL INFORMATION.]

END REPORT

ASRS REPORT: 2106384

Data Source	AVIATION SAFETY REPORTING SYSTEM
Report Number	2106384
Local Date	01-APR-24
Local Time	1201-1800

Synopsis

AIR CARRIER CAPTAIN REPORTED A NMAC WITH A HELICOPTER WHILE ON VISUAL APPROACH. FLIGHT CREW RESPONDED TO THE TCAS ALERT AND CONTINUED THE APPROACH.

Assessment

Event Primary Problem	AMBIGUOUS
Event Contributing Factors	PROCEDURE
Flight Crew Event Results	TOOK EVASIVE ACTION

Anomaly Information

ATC Anomaly Flag	ALL TYPES
Conflict Anomaly Desc	NMAC
Anomaly Detected - Auto Desc	AIRCRAFT RA

Location Information

Loc State Code	DC
Loc Ref Airport Name	DCA.AIRPORT

Environmental Information

AIRCRAFT INFORMATION

Aircraft 1

Acft Make/Model Desc	COMMERCIAL FIXED WING
Acft Operator Desc	AIR CARRIER
Acft Far Part	PART 121
Acft Flight Mission	PASSENGER
Acft Flight Phase	INITIAL APPROACH
Acft Flight Plan	IFR
Flight Crew Count	2

Aircraft 2

Acft Make/Model Desc	HELICOPTER
Acft Flight Phase	CLIMB

PERSON INFORMATION

Information For Person Sequence 1

Reporting Organization	AIR CARRIER
Flt Crew Function	PILOT NOT FLYING
Human Factors	SITUATIONAL AWARENESS
Location in Acft	FLIGHT DECK
Person Location Acft Desc	X
Flt Crew Qual Desc	MULTIENGINE

Narrative

WHILE WE WERE FLYING THE RIVER VISUAL TO RUNWAY 19 INTO DCA WE RECEIVED A TCAS ALERT. WE WERE AROUND SETOC OR JUST PAST IT AND FULLY CONFIGURED TO LAND. THERE WAS, WHAT I COULD ONLY GUESS AS I NEVER SAW IT, A **HELICOPTER** ABOUT 300FT BELOW US. THE TCAS SHOWED IT CLIMBING BUT AT A VERY VERY SLOW RATE AS IT NEVER SHOWED CLOSER THAN 300FT TO US. WHEN WE FLEW OVER TOP OF IT, WE GOT A "MONITOR VERTICAL SPEED ALERT FROM TCAS WHICH WE THEN PITCHED INTO THE GREEN ARC ON THE VSI WHICH WAS -300FPM OR GREATER. AFTER WE RECEIVED THE "CLEAR OF CONFLICT" THE FO CORRECTED AND GOT BACK ON GLIDE PATH. I ASSESSED THAT WE WERE STILL WITHIN STABLE APPROACH CRITERIA AND WE CONTINUED THE APPROACH AND LANDED IN DCA WITHOUT FURTHER ISSUE. WE NEVER RECEIVED A WARNING OF THE TRAFFIC FROM ATC SO WE WERE UNAWARE IT WAS THERE. SUGGESTION: NEED TO HAVE BETTER SEPARATION FOR DCA TRAFFIC ON THE RIVER VISUAL TO THE **HELICOPTER** TRAFFIC THAT IS FLYING UP AND DOWN THE RIVER. MAYBE BY TIMING THE SEPARATION OF WHEN WE BEGAN THE APPROACH TO WHERE THAT TRAFFIC WILL BE WHEN WE CROSS OVERHEAD.

END REPORT