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ACN: 1961816 (1 of 1)

Time / Day

Date : 202212
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 500

Environment

Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
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
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1250

ASRS Report Number.Accession Number : 1961816
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 430.1
Experience.Flight Crew.Last 90 Days : 88.2
Experience.Flight Crew.Type : 396.8
ASRS Report Number.Accession Number : 1961837
Human Factors : Communication Breakdown
Human Factors : Other / Unknown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 100
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

My student and I were on approach to land after a training flight. We contacted Tower 10 NM from the airport and were told to report 5 NM Left Base for the Runway in use. When we reported 5NM from the airport, we received a landing clearance. There was another aircraft in the pattern practicing touch and goes, who I believe was cleared to land #2 behind us. As we were on approximately a 1 NM Final for Runway XX, the aircraft in the pattern turned onto Final in front of us. My student immediately executed a go-around to the right side of the runway, and the other aircraft executed a go-around a few moments later. In this situation, I believe the aircraft in the pattern thought the aircraft they were cleared to land behind was already on the ground, instead of still being in the air. I believe ATC should have done a better job at tracking inbound aircraft, and as the pilot not flying of the aircraft, I could have done a better job at monitoring the ADS-B Receiver data.

Narrative: 2

We were in the traffic pattern and were instructed to stay left traffic for runway XX and report left base for each landing. While setting up for our second landing in the downwind we were given clearance to land number two. The aircraft we thought we were following was on short final and we proceeded to turn left base to follow them. When we turned left base there was another aircraft on final that we could not see and were completely unaware of. We were unaware of the near mid-air collision until landing and having another instructor inform my student and I that we had nearly collided. ATC gave no indication to be looking for another aircraft on final and gave no indication to us that there was a near miss. It seemed like ATC might have forgotten that they had cleared both of us to land.

Synopsis

GA pilots reported a NMAC while in the airport traffic pattern and cited communication issues with ATC contributed to the event.

