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ACN: 1785647 (1 of 1)

Time / Day

Date : 202101

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TOA.Airport

State Reference : CA

Relative Position.Angle.Radial : 290

Relative Position.Distance.Nautical Miles : 4

Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 50

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : SCT

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Initial Climb

Route In Use : Direct

Airspace.Class D : TOA

Airspace.Class E : SCT

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : SCT

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Initial Climb

Flight Phase : Takeoff / Launch

Airspace.Class D : TOA

Airspace.Class E : SCT

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 : Commercial

Experience.Flight Crew.Total : 1093

Experience.Flight Crew.Last 90 Days : 81

Experience.Flight Crew.Type : 561
ASRS Report Number.Accession Number : 1785647
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Clearance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Training flight on IFR Tower enroute clearance from TOA to ZZZ. Clearance was fly runway heading to intercept LAX 170 radial to LIMBO, V64, SLI, Direct. On departure from TOA my student was flying under the view-limiting device and I was pilot monitoring and looking outside for traffic. We departed Runway 29R, shortly after there was a departure from a parallel 29L of a light aircraft that was faster than our aircraft. While switching to Departure Control frequency we were advised of proximity of the overtaking aircraft and its altitude being same as ours. I was looking outside and was able to spot the aircraft in about 20 seconds and student flying advised ATC of us having visual contact. Another 20 seconds later I lost visual contact and took over controls momentarily using 3 step process to raise the left wing to check on the overtaking aircraft that was turning south at that time. I gave the controls back to my student using 3 step process. When my student was saying "my controls" he blocked end of Controller's transmission for me. The part that I heard was only "turn left 150." Then, student read back "Turn left 150 Aircraft X" and initiated a left turn to 150. At that time I started to question myself if this instruction could really be intended to us since it would probably put us below the MVA in the area. I clearly heard my student's readback to ATC about left turn to 150 and since Controller didn't say anything about his read back being wrong, I thought I shouldn't probably even worry. Just a moment later, because of the oddness of the situation I decided to clarify the instruction with the ATC, but by the time I was able to key the mic, Controller already was getting back to us questioning our actions. Only then I realized that my student responded to a call intended to another aircraft and Controller didn't even hear his readback because the transmission was blocked by the radio call of the aircraft that really received that instruction. I think contributing factors to this little misunderstanding was our scratchy radio. Because of it the student misheard the call sign and I couldn't even hear it, due to intercom on that particular plane being clearer than the radio and student was talking at the same time. Good thing there was no conflicting traffic and VMC conditions let me see the terrain.

Synopsis

GA flight instructor reported a track heading deviation resulting in a CFTT event during departure from TOA airport. Reporter stated they inadvertently took a heading clearance intended for another aircraft.

