ASRS Database Report Set

Unmanned Aircraft Systems (UAS) Reports

Report Set Description.....Reports involving Unmanned Aircraft Systems (UAS) events reported by operators of manned or unmanned aircraft.

Update Number.....23

Date of Update.....July 15, 2026

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

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

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000

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. 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 amplified 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.

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: 2346309 *(1 of 50)*

Synopsis

Air carrier Captain reported an NMAC with a UAS during final approach.

ACN: 2345923 *(2 of 50)*

Synopsis

Government UAS pilot reported inadvertently flying a UAS in a TFR.

ACN: 2345758 *(3 of 50)*

Synopsis

Air carrier flight crew reported an airborne conflict with a UAS during departure climb.

ACN: 2345568 *(4 of 50)*

Synopsis

Military helicopter personnel reported a NMAC with a UAS during cruise flight. Helicopter took evasive action.

ACN: 2345199 *(5 of 50)*

Synopsis

Center controller reported a military aircraft exiting a MOA was at the same altitude as a large military UAS operating in the vicinity and climbed without a clearance.

ACN: 2345186 *(6 of 50)*

Synopsis

General aviation pilot reported an NMAC during cruise flight with what appeared to be two UAS. No evasive action was taken.

ACN: 2344811 *(7 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without proper authorization.

ACN: 2344810 *(8 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2344767 *(9 of 50)*

Synopsis

Helicopter pilot reported being made aware after landing of an airborne conflict with a government UAS.

ACN: 2344715 *(10 of 50)*

Synopsis

General aviation pilot reported another pilot told them they had a near miss with a UAS during cruise flight. While discussing the near miss both pilots inadvertently entered Class B airspace.

ACN: 2342139 *(11 of 50)*

Synopsis

Government UAS pilot reported the UAS struck power lines during a training flight.

ACN: 2342138 *(12 of 50)*

Synopsis

Part 107 UAS pilot reported the UAS collided with a street lamp during automated return-to-home.

ACN: 2340813 *(13 of 50)*

Synopsis

Part 107 UAS pilot reported the UAS flew above authorized altitude twice when switching to automated return to home. The pilot took manual control of the UAS to bring it back down and land.

ACN: 2340495 *(14 of 50)*

Synopsis

Air carrier Captain reported an NMAC with a UAS during departure. No evasive action was taken.

ACN: 2340125 *(15 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2339660 *(16 of 50)*

Synopsis

Part 107 UAS pilot reported flying in controlled airspace without authorization.

ACN: 2339584 *(17 of 50)*

Synopsis

Flight Instructor reported an NMAC with what was possibly a UAS during final approach.

ACN: 2338880 *(18 of 50)*

Synopsis

Part 107 UAS pilot reported an airborne conflict with crewed aircraft during a mission. The UAS pilot took evasive action and descended the UAS.

ACN: 2338573 *(19 of 50)*

Synopsis

Government large UAS pilot reported the UAS climbed past the approved altitude limit for a short period of time before the pilot descended the UAS.

ACN: 2338372 *(20 of 50)*

Synopsis

Air carrier Captain reported an airborne conflict with a UAS during approach. No evasive action was taken.

ACN: 2337546 *(21 of 50)*

Synopsis

Flight instructor reported an NMAC with a UAS in the traffic pattern.

ACN: 2336474 *(22 of 50)*

Synopsis

Airport personnel reported an observer noticed a UAS flying nearby the airport while aircraft were performing touch-and-go landings.

ACN: 2336078 *(23 of 50)*

Synopsis

Government UAS pilot reported the UAS flew into trees during its RTH.

ACN: 2335690 *(24 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported conducting a UAS flight in controlled airspace without authorization.

ACN: 2335310 *(25 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported having to fly above their LAANC authorized altitude to avoid birds.

ACN: 2333878 *(26 of 50)*

Synopsis

Part 107 UAS pilot reported the UAS flew above the authorized ceiling during an automated mission due to the automated app being set to meters, not feet.

ACN: 2333610 *(27 of 50)*

Synopsis

Air carrier pilot reported a ground conflict with a large UAS during taxi.

ACN: 2333339 *(28 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported flying in a restricted military alert area without authorization.

ACN: 2333338 *(29 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported the UAS flew above 400 feet uncommanded. Reportedly, this was due to an internal component malfunction.

ACN: 2333336 *(30 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2332668 *(31 of 50)*

Synopsis

Air carrier First Officer reported an NMAC with a UAS during initial approach. No evasive action was taken.

ACN: 2331539 *(32 of 50)*

Synopsis

Government UAS pilot reported conducting a flight without LAANC authorization. The pilot requested authorization on a LAANC app but it malfunctioned and the request did not get processed, which was not realized until after the flight.

ACN: 2330837 *(33 of 50)*

Synopsis

Air carrier pilot reported an NMAC with a UAS during descent. No evasive action was taken.

ACN: 2330791 *(34 of 50)*

Synopsis

Part 107 UAS crew reported they flew in controlled airspace without authorization. They flew 12 hours before their approved LAANC time.

ACN: 2330767 *(35 of 50)*

Synopsis

General aviation pilot and Government large UAS pilot reported a ground conflict at a non-towered airport. GA pilot was on landing rollout when they were warned on CTAF of a large UAS departing the opposite end of the runway. Pilot exited the runway into gravel area to avoid the UAS. The UAS pilot reported using an incorrect frequency to make position reports.

ACN: 2330763 *(36 of 50)*

Synopsis

Flight instructor reported an NMAC with a UAS while in the traffic pattern. No evasive action was taken.

ACN: 2330001 *(37 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2330000 *(38 of 50)*

Synopsis

Part 107 UAS pilot reported flying over a semi-populated area during a law enforcement flight.

ACN: 2329675 *(39 of 50)*

Synopsis

Part 107 UAS pilot reported being approached by an individual post-flight who insisted the pilot flew in an unsafe manner.

ACN: 2329416 *(40 of 50)*

Synopsis

Helicopter flight reported an NMAC with a UAS after takeoff. The UAS pilot announced position of the UAS on CTAF shortly before the NMAC occurred.

ACN: 2329085 *(41 of 50)*

Synopsis

RV-8 pilot reported a collision during final approach with an object they believed to be a UAS. Upon landing, damage was found on the aircraft.

ACN: 2328744 *(42 of 50)*

Synopsis

Observer reported a UAS was flying in a wooded area and possibly BVLOS.

ACN: 2327948 *(43 of 50)*

Synopsis

Recreational / Hobbyist UAS pilot reported flying a UAS near a fire response. Upon being informed it was not allowed, the UAS pilot landed the UAS.

ACN: 2327947 *(44 of 50)*

Synopsis

Part 107 UAS pilot reported the UAS collided with a wind turbine blade during an inspection. The UAS was unrecoverable.

ACN: 2327793 *(45 of 50)*

Synopsis

Corporate Captain reported damage was found on the aircraft post-flight. The damage is believed to have been caused by a UAS during descent.

ACN: 2327031 *(46 of 50)*

Synopsis

General aviation pilot reported an NMAC with a UAS during takeoff from a non-towered airport. Evasive action was taken.

ACN: 2326738 *(47 of 50)*

Synopsis

Part 107 UAS pilot reported accidentally conducting a UAS flight in controlled airspace without LAANC authorization.

ACN: 2326737 *(48 of 50)*

Synopsis

Part 107 UAS pilot reported conducting a UAS flight in controlled airspace without LAANC authorization. Upon being informed of this, the pilot landed the UAS.

ACN: 2325208 *(49 of 50)*

Synopsis

Part 107 UAS pilot reported conducting a UAS flight without LAANC authorization.

ACN: 2325207 *(50 of 50)*

Synopsis

Part 107 UAS pilot reported flying in controlled airspace without authorization.

Report Narratives

ACN: 2346309 *(1 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : EWR.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Large Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Nav In Use.Localizer/Glideslope/ILS : ILS 22L
Flight Phase : Final Approach
Airspace.Class B : EWR

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class B : EWR
Flying In / Near / Over (UAS) : Aircraft / UAS
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2346309

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Over BUZZD at 1500' on ILS 22L EWR and drone passed just off left wing. Drone was about 5 inches high, 12-15 inches wide, triangular in shape, and had a 10 foot black cord or rope hanging under it.

Synopsis

Air carrier Captain reported an NMAC with a UAS during final approach.

ACN: 2345923 *(2 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 362

Environment

Light : Night
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : DJI Mavic 3
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 107
Mission : Observation / Surveillance (UAS)
Flight Phase : Cruise
Flight Phase : Takeoff / Launch
Airspace.TFR : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : BVLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Open Space / Field
Flying In / Near / Over (UAS) : No Drone Zone
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Government
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 4.50
Experience.Flight Crew.Last 90 Days (UAS) : 4.5
Experience.Flight Crew.Type (UAS) : 4.5
ASRS Report Number.Accession Number : 2345923
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Was unaware of a TFR in place set by ZZZ due to an event prior in the day. I conducted my flight at XA07 hours, well after the event concluded, with no other air traffic in the vicinity of my flight path.

Synopsis

Government UAS pilot reported inadvertently flying a UAS in a TFR.

ACN: 2345758 *(3 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : N90.TRACON
State Reference : NY
Altitude.MSL.Single Value : 8000

Aircraft : 1

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Medium Large Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Route In Use.SID : TNNIS 6 RNAV
Airspace.Class E : LGA

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class E : LGA
Flying In / Near / Over (UAS) : Aircraft / UAS

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Type : 162
ASRS Report Number.Accession Number : 2345758

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Type : 1550
ASRS Report Number.Accession Number : 2345763

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Flying out of LGA, after completing the TNNIS 6 RNAV departure we were on a 060 heading. While leveling off at 8000 I saw a drone nearly pass under the aircraft on the FOs side. I would say the size was roughly 2.5ft x 2.5ft. We believe this would have been around XA20z. Cause: Drone was flying near our flight path.

Narrative: 2

While in a turn to assigned heading of 060°, and having just captured 8,000 feet, the First Officer observed a drone pass directly beneath the aircraft on the First Officer's side. The drone was estimated to be approximately 2.5 feet by 2.5 feet in size. Cause: Drone was flying near our flight path.

Synopsis

Air carrier flight crew reported an airborne conflict with a UAS during departure climb.

ACN: 2345568 *(4 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 8
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
Aircraft Operator : Military
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase : Cruise

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Flight Phase : Hovering (UAS)
Configuration (UAS) : Multi-Rotor
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X
Reporter Organization : Government
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Rotorcraft
Experience.Flight Crew.Total : 820
Experience.Flight Crew.Total (UAS) : 0
Experience.Flight Crew.Last 90 Days (UAS) : 0
Experience.Flight Crew.Type (UAS) : 0
ASRS Report Number.Accession Number : 2345568
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Who: US Military Aircraft What: Near midair with SUAS. Military helicopter forced to take evading action for UAS hovering within 250' horizontally at same altitude. When: Incident occurred on Day 0 at approximately XA:15 Where: 1000' AGL In vicinity of "Location X" VFR reporting point, approximately 8 nautical miles West of ZZZ Why: UAS flown 600' above the limit of NOTAM (ZZZ1) which was SFC-400' AGL.

Synopsis

Military helicopter personnel reported a NMAC with a UAS during cruise flight. Helicopter took evasive action.

ACN: 2345199 *(5 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Military
Make Model Name : Talon (T38)
Crew Size.Number Of Crew : 1
Flight Plan : IFR
Mission : Training
Flight Phase : Cruise
Airspace.Class A : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Military
Make Model Name : MQ-9A Reaper
Crew Size.Number Of Crew : 1
Flight Plan : IFR
Mission : Observation / Surveillance (UAS)
Flight Phase : Cruise
Airspace.Class A : ZZZ

Person

Function.Air Traffic Control : Enroute
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 2
ASRS Report Number.Accession Number : 2345199
Human Factors : Communication Breakdown
UAS Communication Breakdown.Party1 : Other
UAS Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft X was working in the ZZZ MOAs. They then departed the MOA and when they depart are assigned FL230 as a final altitude. Aircraft Y was proceeding to work along the border level at FL230. Aircraft X contacted me who was in the turn direct the ZZZZZ waypoint. I called the Aircraft Y traffic to Aircraft X who acknowledged the traffic call then proceeded to climb after the fact. He then also reported a RA. I told him he was not issued a climb and to maintain FL230. He then proceeded to climb again without a climbing clearance. I then told the pilot to contact ZZZ for a pilot deviation. Recommendation: Honestly, there was really nothing except maybe emphasize maintain FL230. Without a climb clearance aircraft aren't allowed to climb but maybe just ensure that the military pilot will maintain an altitude even after a traffic call.

Synopsis

Center controller reported a military aircraft exiting a MOA was at the same altitude as a large military UAS operating in the vicinity and climbed without a clearance.

ACN: 2345186 *(6 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : APA.Airport
State Reference : CO
Relative Position.Angle.Radial : 90
Relative Position.Distance.Nautical Miles : 8
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Haze / Smoke
Light : Daylight

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Route In Use : Vectors
Airspace.Class E : DEN

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Airspace.Class E : DEN
Flying In / Near / Over (UAS) : Aircraft / UAS
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 750
ASRS Report Number.Accession Number : 2345186

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 100
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was flying with 3 passengers on an IFR flight plan from ZZZ to 1V6. When passing approximately 8 miles west of APA (location and time is approximate, I did not mark it on the chart) at 9000ft MSL, we encountered two objects that appeared to be drones flying very near our position. I spotted the first object a few hundred feet ahead of us. It reminded me of encountering a bird in flight. It was clear it was slightly lower and to the right of us, so I left the autopilot engaged and didn't take any evasive action. I pointed it out to a passenger (my wife, who is not a pilot, but is familiar with GA due to several hundred hours as a passenger with me). Our initial reaction was "what was that?" The object was grey/silver, reflected a fair bit of light, but was much more boxy and angular than a mylar balloon would be. It did not look like a typical quadcopter, but was also far enough away that we couldn't really identify any means of flight (wings, propellers, etc). The object was a 1-2ft across, similar in size to a medium bird, but much more metallic/machine looking. Several seconds later, I spotted a second object ahead of us. It was at approximately the same altitude as the first object, but this time to the left of our flight path. I pointed it out as it went by. The passenger in the back seat behind me saw it go by as well. It appeared similar to the first object. Given our groundspeed of around 150kt, we passed by both objects very quickly. It was as if they were standing still. Given the large difference in our speeds, I could not tell whether the objects were moving, or their direction of flight, except that it was much slower than us. I can't think of anything different that I or ATC should have done. Assuming that the objects were drones, whoever was operating them should not have been flying them there without significant coordination with ATC. Given how busy the airspace around Denver is, the danger this kind of operation poses is obvious.

Synopsis

General aviation pilot reported an NMAC during cruise flight with what appeared to be two UAS. No evasive action was taken.

ACN: 2344811 *(7 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 4.7
Altitude.AGL.Single Value : 400

Environment

Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : DJI Mini 4 Pro
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Cruise
Flight Phase : Hovering (UAS)
Airspace.Class B : ZZZ
Airspace.Special Use : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Micro
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Private Property
Flying In / Near / Over (UAS) : People / Populated Areas
Flying In / Near / Over (UAS) : Open Space / Field
Flying In / Near / Over (UAS) : No Drone Zone
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Function.Flight Crew : Remote PIC (UAS)
Experience.Flight Crew.Total (UAS) : 0.5
Experience.Flight Crew.Last 90 Days (UAS) : 0.5
Experience.Flight Crew.Type (UAS) : 0.5
ASRS Report Number.Accession Number : 2344811
Human Factors : Training / Qualification
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Detector.Person : Other Person
When Detected.Other
Result.General : Police / Security Involved

Assessments

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

Narrative: 1

I was flying my brand new DJI Mini 4K above my home and a park across the street from my house and reached a maximum altitude of 393 feet above ground. After landing and going home 2 law enforcement officers knocked on my door and asked if I was the one flying, I told them yes and that I was unaware it was controlled airspace so they took my information and left. I was completely unaware the area I was in was an absolute no fly zone for recreational drones.

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without proper authorization.

ACN: 2344810 *(8 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 10
Altitude.AGL.Single Value : 90

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Work Environment Factor : Excessive Wind (UAS)
Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Flight Phase : Hovering (UAS)
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Experience.Flight Crew.Total : 0
Experience.Flight Crew.Total (UAS) : 5
Experience.Flight Crew.Last 90 Days (UAS) : 5
ASRS Report Number.Accession Number : 2344810
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew

When Detected : In-flight
Result.Flight Crew : Exited Penetrated Airspace

Assessments

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

Narrative: 1

I forgot to get ATC approval from LAANC. I was remind of approval when I saw a plane flying. I landed immediately and got approval. To fix situation I made a preflight checklist.

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2344767 *(9 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 8.8
Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Jet Ranger All Series Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Cruise
Route In Use : None
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Government
Make Model Name : UAV: Unpiloted Aerial Vehicle
Operating Under FAR Part : Public Aircraft Operations (UAS)
Mission : Public Safety / Pursuit (UAS)
Airspace.Class G : ZZZ
Flying In / Near / Over (UAS) : Aircraft / UAS
Flying In / Near / Over (UAS) : Crowds

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Rotorcraft
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 8097
Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 7697
ASRS Report Number.Accession Number : 2344767
Human Factors : Situational Awareness
Analyst Callback : Completed

Events

Anomaly.Conflict : Airborne Conflict
Detector.Person : UAS Crew
When Detected.Other
Result.General : Police / Security Involved

Assessments

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

Narrative: 1

For the past several years I have flown my employer to view the preparations of grounds for the event. This flight entailed 3-4 circular orbits at 500-600 ft with airspeeds ranging from 60-80 knots before departing south to ZZZ. Approximately 15 minutes later we departed ZZZ, enroute back to the hanger. While in cruise, we overflew Location X from south to north at an altitude of 500 ft and 100 knots airspeed. Within 1.5 hours of landing at the hanger we were approached by (2) Sheriff's deputies who informed us that they were operating drones overhead as part of their security detail. He said we flew at an altitude below one of the drones, which was at 200ft. We vehemently denied the possibility. Before leaving one deputy stated that there was no active TFR, but there is a heightened security risk, due to conflicts abroad. Had we been aware of these facts we would not have conducted the flight. Drones are increasingly being used by law enforcement due to low cost and are less intrusive from the ground (low noise and visibility). Before drones, law enforcement helicopters were deployed for this type of surveillance. They were easily seen by other helicopters in the vicinity and monitored an air-to-air frequency to communicate with other aircraft. Unfortunately, this level of safety does not exist with drones. They are invisible to aircraft and are most often stationary. Corrective actions: Local law enforcement when operating security/surveillance drones at events should be required to depict times and location on aircraft navigation equipment via ADS-B. Drones should be required to have a highly reflective surface in addition to higher intensity anti-collision lights. Due to possible inaccurate altitude indications, drone maximum altitude should be reduced below 400ft to increase vertical separation. TFR's should be required when any level of additional security is needed at an outdoor event when security drones are in operation.

Callback: 1

Reporter had no additional information to share.

Synopsis

Helicopter pilot reported being made aware after landing of an airborne conflict with a government UAS.

ACN: 2344715 *(10 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TPA.Airport
State Reference : FL
Relative Position.Angle.Radial : 141
Relative Position.Distance.Nautical Miles : 18
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class B : TPA

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class B : TPA

Aircraft : 3

Reference : Z
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X
Reporter Organization : Personal

Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1116.3
Experience.Flight Crew.Last 90 Days : 17.4
Experience.Flight Crew.Type : 538.8
ASRS Report Number.Accession Number : 2344715
Human Factors : Distraction

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Exited Penetrated Airspace

Assessments

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

Narrative: 1

Was returning from a flight to VNC with a friend, when he commented over the radio that he'd just had a near miss with a drone that wasn't putting out ADSB. He noted that the drone was silver/shiny, and was about half the size of his plane! In the course of discussing the drone we were distracted and didn't notice that we'd entered the Southeast region of the TPA Bravo 3,000 shelf at 5,500. Upon noticing it, we quickly descended below the shelf and continued on to ZZZ

Synopsis

General aviation pilot reported another pilot told them they had a near miss with a UAS during cruise flight. While discussing the near miss both pilots inadvertently entered Class B airspace.

ACN: 2342139 *(11 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Altitude.AGL.Single Value : 48

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : DJI Mavic 3
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Public Aircraft Operations (UAS)
Flight Plan : None
Mission : Training
Flight Phase : Cruise
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS).Other
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Government
Function.Flight Crew : Person Manipulating Controls (UAS)
Function.Flight Crew : Remote PIC (UAS)
Experience.Flight Crew.Total (UAS) : 1.05
Experience.Flight Crew.Last 90 Days (UAS) : 1.05
Experience.Flight Crew.Type (UAS) : 1.05
ASRS Report Number.Accession Number : 2342139
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Inflight Event / Encounter : Object
Detector.Person : UAS Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was flying a mavic 3 drone as part of my initial training to become qualified to fly drones. While flying around, I believed I was at 60ft AGL when I was actually at 48ft AGL and while piloting the drone, I approached power lines that were southeast of my location. I thought I had enough altitude to clear the power lines when I did not. In the future, I will slow down and scan the environment as I fly and ensure I have enough altitude to clear any obstacle or hazard that maybe present during flight.

Synopsis

Government UAS pilot reported the UAS struck power lines during a training flight.

ACN: 2342138 *(12 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1.59
Altitude.AGL.Single Value : 94

Environment

Weather Elements / Visibility.Visibility : 10
Light : Night
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : Skydio X10
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Mission : Observation / Surveillance (UAS)
Flight Phase : Return to Home (UAS)
Airspace.Class E : ZZZ
Airspace Authorization Provider (UAS) : FAA Authorization
Operating Under Waivers / Exemptions / Authorizations (UAS) : Y
Waivers / Exemptions / Authorizations (UAS) : 107.31
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : BVLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Autonomous / Fully Automated
Flying In / Near / Over (UAS) : Private Property
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Indoor / Ground Control Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 500
Experience.Flight Crew.Last 90 Days (UAS) : 6
Experience.Flight Crew.Type (UAS) : 6
ASRS Report Number.Accession Number : 2342138
Analyst Callback : Attempted

Events

Anomaly.Inflight Event / Encounter : Object
Detector.Person : UAS Crew
When Detected : In-flight
Result.Aircraft : Automated Return to Home (UAS)

Assessments

Contributing Factors / Situations : Software and Automation
Primary Problem : Software and Automation

Narrative: 1

I was conducting the pre-made mission. The mission was nearing its end and the end of its in-flight battery life when it reached the approximate area of the intersection Location X. That is east of the parking lot. At that time, the battery life indicator in the Head-up Display (HUD) indicated 18%. The X10 entered its auto return-to-home program and began its flight path back. As the X10 moved along its return-to-home path, I noticed something in its way as it approached the parking deck. Because the parking deck was unlit, the object was hard to see. As the X10 moved closer, the object appeared to be tall and slender, black or dark in color. It quickly became apparent that the object in question was a street lamp. I stopped the mission, adjusted the altitude to put the X10 higher than the street lamp. I click the return to home button on the screen. I watched the aircraft start to move forward, but it also auto-adjusted its altitude, lowering itself. As I went to stop the X10 again to prevent the descent, a second street light appeared in view of the camera, and I lost connection with the aircraft. I immediately notified my immediate supervisor and launched a secondary X10 to access the scene and find the downed X10. I was the only one involved as the remote pilot in command. During the initial incident and the scene sweep, I did not observe any people in the area of the incident. I did observe a deployed chute from the X10, and the downed X10 appeared to be lying on the ground halfway between the dock and the light pole that was struck.

Synopsis

Part 107 UAS pilot reported the UAS collided with a street lamp during automated return-to-home.

ACN: 2340813 *(13 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 3
Altitude.AGL.Single Value : 119

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : Autel Robotics Evo II
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Mission : Photo Shoot / Video
Flight Phase : Hovering (UAS)
Airspace.Class C : ZZZ
Airspace Authorization Provider (UAS) : Authorized Third Party
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Private Property
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Function.Flight Crew : Remote PIC (UAS)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total : 4300
Experience.Flight Crew.Total (UAS) : 10
Experience.Flight Crew.Last 90 Days (UAS) : 1.5

Experience.Flight Crew.Type (UAS) : 1.5
ASRS Report Number.Accession Number : 2340813
Human Factors : Human-Machine Interface
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
Result.Aircraft : Automated Return to Home (UAS)

Assessments

Contributing Factors / Situations : Software and Automation
Primary Problem : Software and Automation

Narrative: 1

I was conducting a UAV flight to capture images of a residential property at Location X around XA00 hours on Day 0. The flight path remained directly over or in close proximity of the property's boundaries. Prior to the mission, I received LAANC approval to fly up to 100' (within the boundaries of ZZZ Class C airspace). I maintained an altitude below 100' during the duration of the flight, and was at approximately 70-80' directly over the structure when a battery alert began to annunciate. Knowing I had ample battery power to complete the mission, I chose to capture my last image prior to manually landing the aircraft. When the battery power reached a pre-determined level, the UAV software initiated an automatic "return to home" sequence I was not expecting. At this time, the aircraft automatically began a rapid climb to begin the sequence. Knowing I was relatively close to the 100' approval ceiling, I manually overrode the sequence, which I had to accomplish twice within an approximately 15 second window. For approximately 2 seconds, the aircraft traveled up to approximately 112' before I could manually lower it; then again, for approximately 3 seconds, it traveled up to approximately 119' before I could manually lower it. It was at these maximum altitudes for approximately 1 second each prior to being manually flown lower, below the 100' approval ceiling. I landed the aircraft without further issue. No injuries or aircraft damage resulted from this incident. In the future, I will consider landing the aircraft prior to the initiation of the "return to home" sequence, and will maintain increased situation awareness regarding the return to home sequence/ altitude and the aircraft's remaining battery power.

Synopsis

Part 107 UAS pilot reported the UAS flew above authorized altitude twice when switching to automated return to home. The pilot took manual control of the UAS to bring it back down and land.

ACN: 2340495 *(14 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1801-2400

Place

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
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 : Takeoff / Launch

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Flying In / Near / Over (UAS) : Aircraft / UAS
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2340495

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

On departure from RW XXR at approximately 1000' AGL, the FO noted a drone off the right side of the aircraft that was within one wing length of the aircraft. The drone appeared to be stationary. It was white and red in color. We reported the drone location and altitude with the control tower. We continued on without incident.

Synopsis

Air carrier Captain reported an NMAC with a UAS during departure. No evasive action was taken.

ACN: 2340125 *(15 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : HIF.Airport
State Reference : UT
Relative Position.Distance.Nautical Miles : 0.7
Altitude.AGL.Single Value : 45

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 25
Light : Dusk
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : Small UAS (At or above 0.55 lbs and less than 55 lbs)
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Flight Plan : None
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Hovering (UAS)
Airspace.Class D : HIF
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Micro
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : No Drone Zone
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Experience.Flight Crew.Total (UAS) : 0.75
Experience.Flight Crew.Last 90 Days (UAS) : 0.5
Experience.Flight Crew.Type (UAS) : 0.75
ASRS Report Number.Accession Number : 2340125
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Who, What, Where, When, Why? On Day 0, at approximately XA:40 local time, I operated a Small UAS (under 250g) at a park in Layton, UT. The location is within a 0ft LAANC grid for Hill AFB. My intent was a short local flight in a public park. At the time, I was unaware the park was in a 0ft LAANC grid for Hill AFB. I flew for approximately 3 minutes and at maximum altitude of 45 feet AGL. I landed the drone and powered it down completely. Shortly after I had finished the flight and the drone was secured, I observed a military aircraft taking off from Hill AFB. I immediately realized the proximity of my flight to active military operations and the potential safety risk I had inadvertently created. At no point was the drone in the air while manned military aircraft were operating. Contributing Factors: I am a new hobbyist and misunderstood that even micro-drones require LAANC in a 0ft grid. I incorrectly assumed that recreational flight in a city park was permitted without checking the specific UAS Facility Map (UASFM) for that GPS location. Corrective Action: Immediately following the event, I researched FAA regulations and successfully completed the TRUST Completion Certificate (The Recreational UAS Safety Test) to ensure full compliance with hobbyist rules. I have downloaded a LAANC-integrated app (B4UFLY) and will ensure all future flights are conducted in permitted airspace with proper authorization. I am filing this report to document the incident and demonstrate my commitment to following all FAA safety guidelines and respecting National Defense Airspace in the future.

Callback: 1

The reporter confirmed this incident resulted from a lack of training and experience. After completing the Trust certificate training they are well aware of what needs to happen prior to future flights.

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2339660 *(16 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 2
Altitude.AGL.Single Value : 20

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Mavic 3
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Flight Plan : None
Mission : Utility / Infrastructure
Flight Phase : Takeoff / Launch
Airspace.Class B : ZZZ
Airspace Authorization Provider (UAS) : FAA Authorization
Operating Under Waivers / Exemptions / Authorizations (UAS) : Y
Waivers / Exemptions / Authorizations (UAS).Other
Weight Category (UAS) : Small
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 800
Experience.Flight Crew.Last 90 Days (UAS) : 200
Experience.Flight Crew.Type (UAS) : 400
ASRS Report Number.Accession Number : 2339660
Human Factors : Human-Machine Interface
Human Factors : Situational Awareness
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Procedure
Primary Problem : Ambiguous

Narrative: 1

I am writing this report on behalf of my company's request for a mistake I made on a utility inspection contract outside of ZZZ Airport. The company I work for is Company X. As a contractor for Company X I am responsible for utility inspections. On Day 0 I was operating, doing utility inspections on distribution telecommunication poles outside of ZZZ. I misread the map and made a mistake of operating outside of our authorized waiver. My mistake was going outside of the Certificate of waiver or authorization. I did not realize that these poles I collected were not a part of the waiver even though this contract has those poles to inspect. I understand this is a serious infraction, I did make a mistake and there was no danger involved. I do apologize for this mistake, and I will be more conscious of my flight planning on my daily operations, especially around restricted airspaces.

Callback: 1

The reporter stated the COA has an area with airspace approval up to 100 feet for numerous utility poles. On this flight the reporter flew to two different poles that were not covered by the COA and were within the Class B airspace. They did not obtain LAANC authorization as they believed they were flying within the area covered by the COA.

Synopsis

Part 107 UAS pilot reported flying in controlled airspace without authorization.

ACN: 2339584 *(17 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : BJC.Airport
State Reference : CO
Relative Position.Angle.Radial : 090
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 6300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : BJC
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 : Final Approach
Route In Use : Visual Approach
Airspace.Class D : BJC

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class D : BJC
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1253
Experience.Flight Crew.Last 90 Days : 113

Experience.Flight Crew.Type : 1253
ASRS Report Number.Accession Number : 2339584

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was performing the duty of an instructor in the right seat of a small aircraft. Talking to BJC tower, we were making Right traffic for 30L at BJC. Upon rolling out on our Right base I noticed an object off our right wing, same altitude (about 6,300' MSL), estimated to be between 100' and 200' directly west of us, and situated just north of the extended centerline for 30R. The object was roughly in the shape of a "miniature hot air balloon". I estimate this "drone" to be roughly 3' x 3' feet in size. It was red in color and had a distinctly visible bright red pulsing beacon, pulsing approximately the same rate as one from an aircraft. I did not notice any rotors, but did not see it long enough to inspect further. No evasive maneuvers were required based on the timing of when it was spotted. The object appeared stationary in the air.

Synopsis

Flight Instructor reported an NMAC with what was possibly a UAS during final approach.

ACN: 2338880 *(18 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 0.5
Altitude.AGL.Single Value : 198

Environment

Weather Elements / Visibility : Icing
Weather Elements / Visibility : Snow
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Matrice 350 RTK
Operating Under FAR Part : Part 107
Mission : Utility / Infrastructure
Flight Phase : Cruise
Airspace.Class G : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Autonomous / Fully Automated
Flying In / Near / Over (UAS) : Open Space / Field
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS
Number of UAS Being Controlled (UAS).Number of UAS : 1

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Climb
Airspace.Class G : ZZZ

Person

Location Of Person : Outdoor / Field Station (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Function.Flight Crew : Remote PIC (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 3100
Experience.Flight Crew.Last 90 Days (UAS) : 45.00
Experience.Flight Crew.Type (UAS) : 430.00

ASRS Report Number.Accession Number : 2338880
Human Factors : Situational Awareness
Analyst Callback : Completed

Events

Anomaly.Conflict : Airborne Conflict
Detector.Person : UAS Crew
Miss Distance.Horizontal : 2600
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

The airport is in uncontrolled airspace. There was a ton of snow in the area so I thought the airport was closed. Flew a couple of hours without issue. As my last mission for the day was wrapping up 90% completion, 2 planes took off from ZZZ. I noticed they were launching right into my flight path so I paused the automated mission, dropped altitude, let them pass, and continued mission after. I am unsure about the distance between aircraft as it happened quickly and I was focused on maneuvering out of their path. Note added to internal documentation as a preventive measure moving forward that includes airport's contact information.

Callback: 1

Reporter stated they were half a mile from the crewed aircraft when commanding evasive action of the UAS.

Synopsis

Part 107 UAS pilot reported an airborne conflict with crewed aircraft during a mission. The UAS pilot took evasive action and descended the UAS.

ACN: 2338573 *(19 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 15
Altitude.AGL.Single Value : 12750

Environment

Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : Large UAS (At or above 1320 lbs)
Crew Size.Number Of Crew : 3
Operating Under FAR Part : Public Aircraft Operations (UAS)
Mission : Test Flight / Demonstration
Flight Phase : Cruise
Airspace.Class E : ZZZ
Airspace Authorization Provider (UAS) : FAA Authorization
Operating Under Waivers / Exemptions / Authorizations (UAS) : Y
Weight Category (UAS) : Large
Configuration (UAS) : Fixed Wing
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Autonomous / Fully Automated
Flying In / Near / Over (UAS) : Open Space / Field
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Indoor / Ground Control Station (UAS)
Reporter Organization : Government
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Remote Pilot (UAS)
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1350
Experience.Flight Crew.Total (UAS) : 6000
Experience.Flight Crew.Last 90 Days (UAS) : 30
Experience.Flight Crew.Type (UAS) : 350
ASRS Report Number.Accession Number : 2338573
Human Factors : Situational Awareness

Human Factors : Confusion
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation - Altitude : Overshoot
Detector.Person : UAS Crew
When Detected : In-flight
Result.Flight Crew : Returned To Clearance

Assessments

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

Narrative: 1

I was flying a test point and while comparing Barometric altitude vs GPS altitude in Class E airspace approximately 15NM SW of ZZZ we climbed past our Certificate of Authorization (COA) altitude limit of 12,500' by approximately 200' for approximately 30 seconds. Once I recognized the deviation I immediately corrected the altitude deviation. Our flight which was taking place inside of a NOTAM.

Callback: 1

Reporter stated the crew was testing the autonomy system of the aircraft and it was gradually climbing. During the test, the crew were reading out the different altitudes and didn't notice the aircraft overshooting the COA altitude limit.

Synopsis

Government large UAS pilot reported the UAS climbed past the approved altitude limit for a short period of time before the pilot descended the UAS.

ACN: 2338372 *(20 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : IAH.Airport
State Reference : TX
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Large Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use.Localizer/Glideslope/ILS : ILS 8L
Flight Phase : Initial Approach
Airspace.Class B : IAH

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class B : IAH
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

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 : 2338372

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Established on the ILS 8L over KICKM intersection in VMC conditions at 3000' we flew past a black quad copter drone at our altitude and approximately quarter mile laterally. We did not turn to avoid the drone.

Synopsis

Air carrier Captain reported an airborne conflict with a UAS during approach. No evasive action was taken.

ACN: 2337546 *(21 of 50)*

Time / Day

Date : 202603
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 25000

Aircraft : 1

Reference : X
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 : None
Mission : Training
Flight Phase : Climb
Route In Use : None
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class D : ZZZ
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X
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 : 690
Experience.Flight Crew.Last 90 Days : 115
Experience.Flight Crew.Type : 640
ASRS Report Number.Accession Number : 2337546

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Vertical : 500
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

On Day 0, CFI/CFII/MEI Person A was flying with a Commercial Pilot working on CFI rating. We were practicing takeoffs and landings. At about XA:13 CFI Person A observed a drone flying below south of the airport at about 500 feet AGL in the traffic pattern. No evasive action was required to avoid the drone. CFI Person A reported the sighting to Tower ATC. Tower processed the reported sighting as per their protocols.

Synopsis

Flight instructor reported an NMAC with a UAS in the traffic pattern.

ACN: 2336474 *(22 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 400

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Flight Phase : Cruise
Flight Phase : Descent
Flight Phase : Climb
Airspace.Class D : ZZZ
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Aircraft : 2

Reference : Y
Aircraft Operator : Military
Make Model Name : Military
Flight Phase : Takeoff / Launch
Flight Phase : Landing
Flight Phase : Climb
Flight Phase : Final Approach
Airspace.Class D : ZZZ

Person

Location Of Person : Company
Reporter Organization : Military
Function.Ground Personnel : Airport Personnel
ASRS Report Number.Accession Number : 2336474
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Other Person
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Eyewitness reported a drone sighting [to me] observing the military planes in the pattern at approximately 1200L. Eyewitness described it as rising from the neighborhood behind Location X off base up to a couple hundred feet when the plane conducted its approaches.

Callback: 1

Reporter stated the observer saw the drone ascend when aircraft came in for touch-and-go's and descend in between approaches.

Synopsis

Airport personnel reported an observer noticed a UAS flying nearby the airport while aircraft were performing touch-and-go landings.

ACN: 2336078 *(23 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 6
Altitude.AGL.Single Value : 398

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 3
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : DJI Matrice 4T
Crew Size.Number Of Crew : 4
Operating Under FAR Part : Part 107
Flight Plan : None
Mission : Observation / Surveillance (UAS)
Flight Phase : Landing
Airspace Authorization Provider (UAS) : FAA Authorization
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Open Space / Field
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Government
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 73
Experience.Flight Crew.Last 90 Days (UAS) : 30
Experience.Flight Crew.Type (UAS) : 73
ASRS Report Number.Accession Number : 2336078
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Inflight Event / Encounter : Object
Detector.Person : UAS Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Primary Problem : Human Factors

Narrative: 1

Flying for Government Law Enforcement Agency on an operation and underestimated the return home time. The drone self-landed into some trees. No property damages and no injuries resulting from the crash.

Synopsis

Government UAS pilot reported the UAS flew into trees during its RTH.

ACN: 2335690 *(24 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 250

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : DJI Mavic 4 Pro
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Cruise
Airspace.Class E : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Open Space / Field
Flying In / Near / Over (UAS) : No Drone Zone
Flying In / Near / Over (UAS) : Crowds
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 500
Experience.Flight Crew.Last 90 Days (UAS) : 50
Experience.Flight Crew.Type (UAS) : 5
ASRS Report Number.Accession Number : 2335690
Human Factors : Human-Machine Interface
Human Factors : Situational Awareness
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

So I had a strange, interesting, and confusing situation on Day 0, between XA00 and XD:00pm. No harm or no foul has arisen from this situation, But I feel I obviously need to report it. So up in Location X here, there is an area just to the north of Location X that puts on an event. I brought one of my drones, to make a little video for myself, and social media. Before going to this event - I have seen multiple previous drone and aerial videos of this exact event, at the same location, from not only this year, but from years past, and multiple media sources. All available and visible on their website. I was not operating in a commercial capacity, strictly for unpaid, personal social media content, If it matters. So once I was out on Location X I opened up my app, I have multiple apps, but mainly use Drone Buddy, because it shows humidity, wind stats, sunrise sunset all relevant information and airspace conditions. So I checked my app and everything was in the clear. When I fired up my Mavic 4 Pro, no warnings no nothing outside the norm. So I put up to the south of Location X, recorded a 13 minute hyperlapse, a couple low altitude short videos and pics - all of the rest of the media that I acquired during my time on Location X was taken with a handheld stabilizer camera. I am very worried that I ended up putting my drone up in restricted airspace potentially? I am very worried i did something wrong. I am a proud US citizen with a profound love and respect for our military. I got no warnings, no notifications on my drone or software. Got no warnings or notifications on my drone buddy app. Nothing. I had no idea how close I was to Location Y until we left, heading north, towards Location Z. When I got to the stop sign and I realized that I had only driven a couple miles and I'm looking at equipment behind a fence. I know something isn't right. To start off with me and my wife went down to Location X for lunch first. I had no idea how close I was to Location Y. Immediately upon seeing how close i was to Location Y I pulled over by the new structure being built, located the authority for the airspace, and called Person A, to see if there's anything I need to do, tried calling multiple times and left a message - before i left the area, headed for home. So I'm self-reporting this incident which I feel is the correct thing to do here. Obviously the last thing I want is any sort of trouble or problems. upon returning home - home, i researched what i need to do, immediately. I think i may have panicked for no reason - according to everything i can find here - i was not in RESTRICTED AIRSPACE, but warning space. Being an MOA - WITH NO VISIBLE air traffic whatsoever - I think I'm ok? The Before You Fly app shows that the area I was over - directly over Location X - is well outside the restricted area. So my initial panic set in, when we left Location X, heading back towards Location Z... And seeing a fence line with equipment on the other side was deeply troubling. So I then checked what multiple FlySafe and Before you Fly apps show - I have now triple checks here on my Before You Fly app on Mavic 4 pro, and Mini 5 Pro controllers - it shows the area of Location X I was flying over is free and clear, with the immediate base showing as restricted. On my Matrice 4t controller - it shows the overall area being a warning zone,

with the immediate Location Y being an enhanced warning zone. All 3 controllers are reading that there is no Restricted Zone where I was. i have pulled up the immediate area over Location X on both forms of the FAA airspace maps - both show that - I feel somewhat confident I did not encroach into any area i was not allowed to fly. I am still sending this - because it is the right and true thing to do, to make you aware. Hope all is well - and i hope you see i take this very seriously. The last thing i ever want to do is be out of compliance in any way.

Callback: 1

Reporter had no additional information to share.

Synopsis

Recreational / Hobbyist UAS pilot reported conducting a UAS flight in controlled airspace without authorization.

ACN: 2335310 *(25 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1.2
Altitude.AGL.Single Value : 70

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Work Environment Factor : Glare
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : DJI Mavic Pro
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Flight Plan : None
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Hovering (UAS)
Airspace Authorization Provider (UAS) : Authorized Third Party
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Open Space / Field
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 200
Experience.Flight Crew.Last 90 Days (UAS) : 20
Experience.Flight Crew.Type (UAS) : 100
ASRS Report Number.Accession Number : 2335310
Analyst Callback : Completed

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Loss Of VLOS (UAS)
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Automation : Collision Avoidance System (UAS)
Detector.Person : UAS Crew
Miss Distance.Vertical : 20
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Flying a UAS over a lake in ZZZ airspace limited to a 50' AGL ceiling with LAANC approval. I had to position the drone in the direction of the Sun as that is where the approved airspace to fly was. During the flight a very large/dense flock of birds flew on the sides and below the drone. Shortly after I noticed it was above the ceiling at around 70' I was able to make a controlled decent down to 45' and continue the flight without issues. It's possible both myself and the onboard safety system are responsible for the climb in elevation.

Callback: 1

The reporter stated the UAS anti collision system worked as described and avoided the birds flying near the UAS.

Synopsis

Recreational / Hobbyist UAS pilot reported having to fly above their LAANC authorized altitude to avoid birds.

ACN: 2333878 *(26 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 3.4
Altitude.AGL.Single Value : 270

Environment

Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Mini 3 Pro
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Mission : Surveying / Mapping (UAS)
Flight Phase : Climb
Airspace.Class D : ZZZ
Airspace Authorization Provider (UAS) : Authorized Third Party
Weight Category (UAS) : Micro
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Autonomous / Fully Automated
Flying In / Near / Over (UAS) : Private Property
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 600
Experience.Flight Crew.Last 90 Days (UAS) : 60
Experience.Flight Crew.Type (UAS) : 80
ASRS Report Number.Accession Number : 2333878
Human Factors : Human-Machine Interface
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Primary Problem : Ambiguous

Narrative: 1

I was flying a SPEXI automated mapping flight and the Drone went higher than authorized. My LAANC authorization was only good to 200 ft agl. (Drone autonomously flew to 270 feet AGL). I expected the automated mission to be under 200 feet agl, since I had already obtained LAANC authorization for 200 ft agl in that Grid zone. I immediately cancelled the flight and returned the drone to homepoint. (The drone was above 200 feet for less than 2 minutes I estimate). I reported the problem to SPEXI for bug consideration after cancelling the flight.

Callback: 1

Reporter stated this was the first mission run with this company's app and all measurements are in metric. The reporter also stated the missions are completely autonomous and are set to 80 meters AGL without the ability to edit. The reporter did not think of the conversion to feet until the incident occurred.

Synopsis

Part 107 UAS pilot reported the UAS flew above the authorized ceiling during an automated mission due to the automated app being set to meters, not feet.

ACN: 2333610 *(27 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility : Rain
Light : Night

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : A320
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Phase : Taxi

Aircraft : 2

Reference : Y
Aircraft Operator : Government
Make Model Name : ProJet MQ-9 Reaper
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Public Aircraft Operations (UAS)
Flight Phase : Taxi

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2333610
Human Factors : Communication Breakdown
UAS Communication Breakdown.Party1 : Other
UAS Communication Breakdown.Party2 : Remote PIC

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Detector.Person : Flight Crew
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 : Ambiguous

Narrative: 1

We had just operated Flt ABCD into ZZZ and we were in the process of turning the aircraft to operate Flt ABCE back to ZZZ1 when we heard an unfamiliar call sign on the CTAF making traffic pattern announcements (ZZZ tower was closed for the night). The callsign in question was a little difficult to make out. Shortly thereafter the flight was closed out and we announced our pushback onto taxiway 1 and our intent to use runway XX for departure. During the pushback the mysterious aircraft announced that he was back taxiing on runway XX and would clear at taxiway 2. At that point we were abeam taxiway 2. I looked out of my left window and was more than a little surprised to see a military MQ-9 Reaper drone sitting on the active runway, waiting to exit onto taxiway 2. I instructed my pushback crew to push us deep past taxiway 2 so the drone would have enough room to clear the runway. In addition, I warned my pushback crew to use caution as the drone would be operating in close proximity to us. We announced our intention to push past taxiway 2 and the drone operator responded that he had us in sight and would clear the runway. I did then observe that the sensor turret on the chin of the drone was pointed at us which seemed to be how the drone operator was able to see us. The drone then proceeded down taxiway 1 ahead of us. We disconnected from the pushback and announced our taxi. As we started down the taxiway we contacted ZZZ center for IFR release. ZZZ center advised that he was unable to release us as the drone had not yet cancelled its IFR flight plan. We contacted the drone operator over the CTAF and requested that he cancel with ZZZ. He complied with our request and ZZZ released us. We continue to follow the drone down taxiway 1, assuming that he was going to pull into one of the hangars to the right of the taxiway. This was an incorrect assumption as the drone proceeded all the way down to the approach end of runway XX and came to a stop short of the runway. We pulled up behind the drone at which point my taxi lights illuminated the drone and gave us our first really good look at it. I was quite alarmed to discover that the drone had two underwing weapon pylons with each pylon occupied by a brace of anti-tank missiles and here I was pulled up short directly behind this fully armed and un-safed aircraft. I could, at this point, clearly identify the yellow markings on the missiles indicating that they were live ordinance with a High Explosive fill. After a brief halt, the drone crossed the active runway and appeared to head for a small, partially lit parking area on the far side of the runway. We then announced our departure and took off uneventfully from runway XX.

Synopsis

Air carrier pilot reported a ground conflict with a large UAS during taxi.

ACN: 2333339 *(28 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : NUW.Airport
State Reference : WA
Relative Position.Distance.Nautical Miles : 10
Altitude.AGL.Single Value : 250

Environment

Flight Conditions : VMC
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : Small UAS (At or above 0.55 lbs and less than 55 lbs)
Crew Size.Number Of Crew : 3
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Flight Plan : None
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Cruise
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Open Space / Field
Flying In / Near / Over (UAS) : No Drone Zone
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Experience.Flight Crew.Total (UAS) : 10
Experience.Flight Crew.Last 90 Days (UAS) : 1
Experience.Flight Crew.Type (UAS) : 1
ASRS Report Number.Accession Number : 2333339
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

On Day 0, I operated a Small UAS for approximately 15-20 minutes along the coastline of the trail. My flight path was primarily over the coastline and occasionally over the water. While my maximum altitude reached approximately 80m (262 ft) AGL, I spent the majority of the flight at a much lower altitude, well below the 400 ft recreational limit. I was accompanied by three friends who acted as informal Visual Observers. During the flight, they spotted a manned aircraft flying at a much higher altitude. Although the aircraft was well clear of my position and way above me, I proactively lowered the UAS even further as a safety precaution until the aircraft passed. After landing, I realized I had inadvertently entered the NAS Whidbey Class C / Alert Area 680 without prior authorization. While I typically verify airspace restrictions on a planning app before every flight, this instance was a complete oversight due to being distracted by the scenic beauty of the landscape. No safety hazards, property damage, or injuries occurred. Corrective Action and Prevention: To prevent recurrence, I have updated my physical pre-flight checklist to include a mandatory 'Airspace Go/No-Go' step. I will now use a dual-verification method by checking two independent airspace awareness applications (e.g., LAANC and Drone Buddy). Furthermore, I have adjusted my drone's flight software settings to permanently limit the maximum altitude to 60m (197 ft) to provide an automatic safety buffer below the legal limit. I have also briefed my frequent flying companions on how to assist with identifying potential 'No Drone Zones' using these apps before we launch.

Callback: 1

The reporter stated this was a human error with lack of planning and won't happen in the future.

Synopsis

Recreational / Hobbyist UAS pilot reported flying in a restricted military alert area without authorization.

ACN: 2333338 *(29 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 1201-1800

Place

Altitude.AGL.Single Value : 1299

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : Holy Stone HS790
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Hovering (UAS)
Airspace.Class G : ZZZ
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Control Mode (UAS) : Transitioning Between Modes
Flying In / Near / Over (UAS) : Open Space / Field
Number of UAS Being Controlled (UAS).Number of UAS : 1

Component

Aircraft Component : UAS Component Unknown / Undifferentiated
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Experience.Flight Crew.Total (UAS) : 24
Experience.Flight Crew.Last 90 Days (UAS) : 8
Experience.Flight Crew.Type (UAS) : 8
ASRS Report Number.Accession Number : 2333338
Analyst Callback : Attempted

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Software and Automation
Primary Problem : Ambiguous

Narrative: 1

I am writing to voluntarily disclose a series of high-altitude excursions involving two separate units of the Holy Stone HS790 drone. On multiple occasions, the aircraft exceeded the 400ft AGL limit, reaching altitudes as high as 1,300 feet. These excursions were uncommanded, uncontrolled, and occurred despite active pilot efforts to maintain the legal ceiling. Evidence from flight logs suggests a systemic firmware calculation error. While the flight controller was set to a maximum altitude of "396" (intended to be 396 feet), the aircraft physically ascended to approximately 1,300 feet. The Conversion Bug: 396 meters is approximately 1,299.2 feet. This indicates the firmware erroneously applied metric units to a numerical limit intended for imperial units. I have been in contact with a Holy Stone representative regarding these safety hazards. In official correspondence, the manufacturer stated: "Our preliminary assessment is that there may have been an internal component malfunction that caused the altitude limitation to fail."

Synopsis

Recreational / Hobbyist UAS pilot reported the UAS flew above 400 feet uncommanded. Reportedly, this was due to an internal component malfunction.

ACN: 2333336 *(30 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 5
Altitude.AGL.Single Value : 130

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : DJI Mavic 2 Pro
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Flight Plan : None
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Cruise
Airspace.Class D : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Control Mode (UAS) : Manual Control
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Function.Flight Crew : Remote PIC (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 400
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Total (UAS) : 40
Experience.Flight Crew.Last 90 Days (UAS) : 2
Experience.Flight Crew.Type (UAS) : 40
ASRS Report Number.Accession Number : 2333336

Human Factors : Training / Qualification
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Primary Problem : Ambiguous

Narrative: 1

Operating a small UAS on Day 0 in my neighborhood taking recreational video. Attempted to unlock the airspace via the app and the site said it was not required. I was under the impression that this area (this side of the river) was under 200 feet. Per the LAANC website, this area is 100 feet. Will unlock via LAANC when flying from this location in the future. There was no near miss or conflict with any people, vehicles or aircraft.

Callback: 1

The reporter stated they had expectation bias for the airspace and will have better preflight planning in the future.

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2332668 *(31 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : TPA.Airport
State Reference : FL
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Large Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Nav In Use.Localizer/Glideslope/ILS : ILS 19R
Flight Phase : Initial Approach
Airspace.Class B : TPA

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class B : TPA
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

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 : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2332668

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Drone passed by our left wing. Distance was approximately 500 ft and level with our altitude. The drone appeared to be large.

Synopsis

Air carrier First Officer reported an NMAC with a UAS during initial approach. No evasive action was taken.

ACN: 2331539 *(32 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 2.6
Altitude.AGL.Single Value : 63

Environment

Weather Elements / Visibility : Fog
Light : Dawn

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : Skydio X10
Crew Size.Number Of Crew : 3
Operating Under FAR Part : Part 107
Mission : Public Safety / Pursuit (UAS)
Flight Phase : Cruise
Airspace.Class D : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Government
Function.Flight Crew : Remote PIC (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total : .15
Experience.Flight Crew.Total (UAS) : 15
Experience.Flight Crew.Last 90 Days (UAS) : 5
Experience.Flight Crew.Type (UAS) : .25
ASRS Report Number.Accession Number : 2331539
Human Factors : Human-Machine Interface
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 0
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I am currently a police officer with the police department, and we had a hot pursuit of 2 individuals who were armed and ran into the wooded area approximately 2.6 nautical miles from the airport. I attempted to use the Aloft air control app to place a LAANC request to fly in the area. It was auto approval up to 100 ft for the area. The request was believed to be submitted however upon checking the app had glitched and was not submitted, attempted to submit the request again and it went through. We attempted to contact the Special Governmental Interest (SGI) number for the incident; however, the phone went to voicemail. I wanted this incident to be noted. It should also be noted that we stayed under the tree line and only reached approximately 63 ft. I did not go any higher and the flight lasted only approximately 10 mins. There was also no collision with any aircraft, nor were we close to any aircraft. I had approximately 3 people in the crew with two people acting as visual observers for the area.

Callback: 1

Reporter stated they only realized after the flight had ended that the LAANC authorization did not go through.

Synopsis

Government UAS pilot reported conducting a flight without LAANC authorization. The pilot requested authorization on a LAANC app but it malfunctioned and the request did not get processed, which was not realized until after the flight.

ACN: 2330837 *(33 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : IAH.Airport
State Reference : TX
Altitude.MSL.Single Value : 10400

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Medium Large Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Route In Use.STAR : GESNR 2
Airspace.Class E : IAH

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class E : IAH
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 2330837

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 50
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Approaching KNGWD on the GESNR 2 RNAV arrival into IAH. Saw an object that appeared to be 50-100' above us. Initially I thought it was a helium birthday balloon. As we got closer to it, noticed lights on the object. No aircraft intervention was required. ATC advised aircraft behind us of the object, they were also able to verify it was a drone, but by then the drone had moved north of the arrival corridor. Landed and forgot to debrief with dispatch before continuing on to next flight- tight connection and lots going on with that next flight.

Synopsis

Air carrier pilot reported an NMAC with a UAS during descent. No evasive action was taken.

ACN: 2330791 *(34 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BUR.Airport
State Reference : CA
Relative Position.Distance.Nautical Miles : 3
Altitude.AGL.Single Value : 1

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : Small UAS (At or above 0.55 lbs and less than 55 lbs)
Crew Size.Number Of Crew : 3
Operating Under FAR Part : Part 107
Flight Plan : None
Mission : Utility / Infrastructure
Flight Phase : Takeoff / Launch
Airspace.Class C : BUR
Operating Under Waivers / Exemptions / Authorizations (UAS) : Y
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Private Property
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person : 1

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Function.Flight Crew : Remote PIC (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Last 90 Days : 0
Experience.Flight Crew.Total (UAS) : 30
Experience.Flight Crew.Last 90 Days (UAS) : 5
Experience.Flight Crew.Type (UAS) : 20
ASRS Report Number.Accession Number : 2330791
Human Factors : Human-Machine Interface
Human Factors : Time Pressure
Analyst Callback : Completed

Person : 2

Location Of Person : Outdoor / Field Station (UAS)
Function.Flight Crew : Visual Observer (UAS)
Experience.Flight Crew.Total (UAS) : 13
ASRS Report Number.Accession Number : 2331204
Human Factors : Human-Machine Interface
Human Factors : Time Pressure

Person : 3

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Visual Observer (UAS)
ASRS Report Number.Accession Number : 2333337

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Primary Problem : Ambiguous

Narrative: 1

On Day 0 while preparing for my operations I inadvertently submitted a LAANC request with the incorrect local time. specifically I entered the start time as PM instead of AM due to a combination of factors. I was using aloft and there format for time is 12 hr instead of 24 hr for what I believe can be seen as a trap for human error. Other contributing factors are time pressure to finish the mission due to a tight schedule and insufficient allocated time, and lead to heightened stress and reduced attention to detail .This stress impaired my double checking process turning what would have been a caught mistake into a pilot error.

Callback: 1

The reporter stated there were no traffic conflicts or any issues that occurred during or after the flight. They did receive approval for their flight but the flight was flown 12 hours prior.

Narrative: 2

Airspace Automation We use the Aloft tool for obtaining an LAANC Approval. We use it regularly but this time the pilot filing for the approval missed the AM/PM time window details. Therefore, since we did not all meet in the preflight as PIC/VO1/VO2, none of the other air crew were able see the time error in the approval and we flew 12hr before it was active. Human Factor 1. Hazardous attitudes of impulsivity played a role in the incident since we were under time pressure. 2. Printed checklists were available but not used so we missed the "all aircrew" item for confirming the LAANC Approval.

Narrative: 3

24 vs 12hr am/pm I was initially a VO in the remote split operations aircrew. I did not pull the laanc approval form, the initial pic pulled that form and during so he missed the am/pm choice and was approved for a pm window but I went over the form at a later time and noticed the incorrect 12 hr clock format.

Synopsis

Part 107 UAS crew reported they flew in controlled airspace without authorization. They flew 12 hours before their approved LAANC time.

ACN: 2330767 *(35 of 50)*

Time / Day

Date : 202602
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 : 7
Light : Daylight

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Route In Use : Direct

Aircraft : 2

Reference : Y
Aircraft Operator : Government
Make Model Name : ProJet MQ-9 Reaper
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Public Aircraft Operations (UAS)
Mission : Observation / Surveillance (UAS)
Flight Phase : Takeoff / Launch
Weight Category (UAS) : Large
Configuration (UAS) : Fixed Wing
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person : 1

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 : 723.6
Experience.Flight Crew.Last 90 Days : 8.5

Experience.Flight Crew.Type : 227.3
ASRS Report Number.Accession Number : 2330767
Human Factors : Communication Breakdown
Analyst Callback : Completed
UAS Communication Breakdown.Party1 : Person Manipulating Controls
UAS Communication Breakdown.Party2 : Person Manipulating Controls

Person : 2

Location Of Person : Indoor / Ground Control Station (UAS)
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Remote Pilot (UAS)
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 6000
Experience.Flight Crew.Total (UAS) : 656
Experience.Flight Crew.Last 90 Days (UAS) : 28
Experience.Flight Crew.Type (UAS) : 656
ASRS Report Number.Accession Number : 2331205
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Analyst Callback : Attempted
UAS Communication Breakdown.Party1 : Person Manipulating Controls
UAS Communication Breakdown.Party2 : Person Manipulating Controls

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Excursion : Runway
Anomaly.No Specific Anomaly Occurred : Unwanted Situation
Detector.Person : Other Person
Miss Distance.Horizontal : 10
Miss Distance.Vertical : 150
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On the morning of Day 0, I (PPL / Instrument Rated) Pilot Certificate was forced to take immediate evasive (see & avoid) action to avoid a head on collision from an approaching aircraft while landing at ZZZ in my personal aircraft (a C172N). Background - I filed a flight plan, received NOTAMS & Wx, flew from my home airport (ZZZ1) and was on Center (CTR) Flight Following with ZZZ CTR (with an assigned transponder code) until making visual contact with ZZZ at which point (after verifying that the active TFR existed only above 9,000' MSL, and after verifying the CTRL TWR was closed) squawked VFR 1200, maintained VFR and switched to advisory CTAF frequency for ZZZ. On my arrival segment, I made several location reports ("White Skyhawk" 6 NM Northwest of the field, inbound landing RWY XX, left traffic, full stop, long landing, ZZZ Traffic" with my intentions to enter a 1.5 SM left base for RWY XX. Then another position report as I entered Left Base "long

landing", another call on Final, and even another position report on very short Final advising that I would be "landing long" RWY XX (as RWY XX is over XX,000 ft long). Shortly after touchdown, I continued my rollout toward TXWY 1 as I attempted to navigate my way to the FBO / part of the ramp on the North side of the field. A few thousand feet short of intersection XX a voice came on CTAF and warned "Aircraft X" you have an aircraft on RWY XY (same, but opposite direction RWY) coming right AT YOU. Only then did I see the nose of what appeared to be a large UAS coming down the runway, and I immediately exited (see & avoid) the runway onto the North dirt / gravel / grass area to avoid an imminent collision. I thanked the voice on the radio only to learn at that moment that it was my former flight instructor (not acting as an instructor that day) and friend, Person A who just happened to be on a handheld radio and saw the un-announced UAS barreling down RWY XY directly at me. Person A can confirm (as hopefully the recorded CTAF tapes will show) that I made all required / appropriate traffic position reports and intention calls. As I exited the runway, the drone "rotated" and passed over me by what I estimate to be 150 to 200' AGL. The UAS never made any taxiing, takeoff, or other position reports on CTAF of ANY kind, until much later (more on that in a minute). After re-verifying that the RWY XX was clear, and making yet another CTAF call announcing my intentions, I was able to taxi out of the brush / dirt / gravel area, back onto RWY XX. I continued my rollout and exited RWY XX @ TXWY 1, announced on CTAF and crossed RWY XZ/XA, then continued my taxiing over to the Hangars. As I exited TXWY 1 @ 2, I finally heard a radio call from "Aircraft Y" (I did not catch the full call sign, but I later learned this was the call sign for UAS drones being operated by the government) advising that it was "headed into the TFR". This confirms this aircraft radio(s) were working / functional. Again, no taxi, rwy, rollout, or takeoff calls were ever heard from Aircraft Y on CTAF until I was already in the non-movement area by the ramp. I have all the track / flight data from my flight, as my flight deck is equipped with a Garmin 345 ADSB In/Out Transponder. I was on flight following earlier with an assigned Squawk Code. My EFB (ForeFlight) connects directly to my transponder and displays traffic digitally on my screen. (none was displayed on RWY XY or otherwise on the field). This UAS was operating from a public use field, WITHOUT transmitting any ADS-B OUT signal (or I would have seen it) with civil and corporate traffic operating there simultaneously. I am familiar with ZZZ as it is the field where I executed all of my Instrument Training with Person A. I find it HIGHLY objectionable and unconscionable that any operator would: 1. be permitted to operate at a shared use / public civil field (while the Tower was CLOSED) without first making appropriate position CTAF reports; and 2. be permitted to operate at a shared use / public civil field WITHOUT broadcasting any outbound ADS-B signal. If the Government is going to operate on a shared use field, they should be held to the same expectations as all other operators / pilots / crew. They can turn their transponder off AFTER they get into the restricted airspace from which they operate. There is NO reason they should be flying "black" on a public field. Zero. Had my former flight instructor not been watching / vigilant, this could have easily been a fatal accident, and unfortunately, I'm the only person that was at risk against an UAS being operated by a pilot sitting in an office somewhere. That afternoon at approximately XF:30pm Local time, after the incident, I tracked down the number for the government and reported the incident to government supervisor Person B who assured me he would file a report internally. He was not authorized to give me the pilot (operators) name or info. He verbally advised me that the pilot made his radio calls "on the ground frequency", not on CTAF. This doesn't explain why he didn't "see" me, as I was continuously broadcasting my ADS-B Out Data (which my flight instructor could see, because that's how he was tracking my inbound flight). Imagine if it was instead of a single pilot small Cessna, a corporate G650 or other 135 or 121 aircraft with passengers operating into ZZZ. Would they have been able to avoid a collision? This could have been deadly. Something needs to change with the governments standard operating procedures @ ZZZ. Immediately. Respectfully submitted.

Callback: 1

Reporter stated that they are aware of regular large UAS operations in and around this airfield but have never experienced or heard of this type of event happening previously. The reporter also stated there was no damage to the aircraft or airfield infrastructure from exiting to the grass.

Narrative: 2

On Day 0, at approximately XA00, while operating at ZZZ while the tower was closed, the PIC failed to make appropriate CTAF Calls. The PIC of the MQ-9 inadvertently made CTAF calls on ground frequency. As a result of being on the wrong frequency, the MQ-9 crew was unaware of a C172 making an approach to runway XX. MQ-9 taxied and set up for a takeoff on runway XY. During takeoff, MQ-9 crew never saw the C172, but was later informed the C172 had to taxi off the runway to avoid a collision. The Cessna was not seen by the MQ-9 or the visual observers watching for traffic.

Synopsis

General aviation pilot and Government large UAS pilot reported a ground conflict at a non-towered airport. GA pilot was on landing rollout when they were warned on CTAF of a large UAS departing the opposite end of the runway. Pilot exited the runway into gravel area to avoid the UAS. The UAS pilot reported using an incorrect frequency to make position reports.

ACN: 2330763 *(36 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 180
Relative Position.Distance.Nautical Miles : 0.5
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
Aircraft Operator : FBO
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 : Cruise
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class E : ZZZ
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

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 : 1081
Experience.Flight Crew.Last 90 Days : 52
Experience.Flight Crew.Type : 1038
ASRS Report Number.Accession Number : 2330763

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

First saw drone about midfield while we were in left downwind for runway XX at ZZZ at pattern altitude (1000' AGL). The drone was same altitude and coming towards us, it then turned to pass us on a parallel flight path opposite our direction ~300-500 feet off our right. On the next lap in the pattern we saw the drone again roughly ~200 feet above pattern altitude (~1200' AGL) and roughly ~800-1000 feet off our right (South). We stayed in the pattern at ZZZ for another half hour but didn't see the drone again after that. From what I know of 14 CFR 107 this was against regulation and could have been prevented by either a NOTAM (there were none for ZZZ regarding drones) or by the drone remaining under 400' as required by 14 CFR 107.51.

Synopsis

Flight instructor reported an NMAC with a UAS while in the traffic pattern. No evasive action was taken.

ACN: 2330001 *(37 of 50)*

Time / Day

Date : 202601

Place

Altitude.AGL.Single Value : 9

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : DJI Undifferentiated
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Cruise
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Micro
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Private Property
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Experience.Flight Crew.Total : 3
Experience.Flight Crew.Total (UAS) : .001
Experience.Flight Crew.Last 90 Days (UAS) : 3
ASRS Report Number.Accession Number : 2330001
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew

When Detected : In-flight
Result.Flight Crew : Exited Penetrated Airspace

Assessments

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

Narrative: 1

We were looking on the roof for an item and I didn't realize it was a 0 foot [grid] area. It was for less than a couple min. Once I checked and realize the error I stopped immediately.

Synopsis

Recreational / Hobbyist UAS pilot reported flying in controlled airspace without authorization.

ACN: 2330000 *(38 of 50)*

Time / Day

Date : 202502
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 5.5
Altitude.AGL.Single Value : 279

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10.00
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : Small UAS (At or above 0.55 lbs and less than 55 lbs)
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Flight Plan : None
Mission : Public Safety / Pursuit (UAS)
Flight Phase : Hovering (UAS)
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : People / Populated Areas
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Government
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 15.00
Experience.Flight Crew.Last 90 Days (UAS) : 2.00
Experience.Flight Crew.Type (UAS) : 0.25
ASRS Report Number.Accession Number : 2330000
Human Factors : Time Pressure
Analyst Callback : Completed

Events

Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

On Day 0 at approximately XA02 hours. I operated in conjunction with the Police Department to respond to a "shots fired" call. Due to the level of emergency, my flight path passed over people/populated areas. The flight lasted about 13 minutes and provided a clear and concise visual of the area and any notable threats. During this operation no property was damaged and no physical person or object was harmed. The operation concluded with out any major incidents and the flights continued in accordance with part 107 regulations.

Callback: 1

The reporter had no additional information to share.

Synopsis

Part 107 UAS pilot reported flying over a semi-populated area during a law enforcement flight.

ACN: 2329675 *(39 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 0601-1200

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Mission : Surveying / Mapping (UAS)
Airspace.Class E : ZZZ
Airspace Authorization Provider (UAS) : FAA Authorization
Operating Under Waivers / Exemptions / Authorizations (UAS) : Y
Airworthiness Certification (UAS) : Standard
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Autonomous / Fully Automated
Flying In / Near / Over (UAS) : People / Populated Areas
Flying In / Near / Over (UAS) : Open Space / Field
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Function.Flight Crew : Remote PIC (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Qualification.Flight Crew : Commercial
ASRS Report Number.Accession Number : 2329675
Human Factors : Communication Breakdown
Analyst Callback : Attempted
UAS Communication Breakdown.Party1 : Remote PIC
UAS Communication Breakdown.Party2 : Other

Events

Anomaly.No Specific Anomaly Occurred : Unwanted Situation
Detector.Person : Flight Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Following a regularly scheduled construction progress flight, an individual approached me while packing up my supplies. For context, I was operating in Class E surface airspace with an active Certificate of Authorization (COA) for the flight area and active communication with ATC for the facility. I was also executing this flight above moving vehicles and people through the use of a class 2 compliant ballistic parachute. My flight location was 2 NM from the departure end of the runway. The individual without introduction or qualification proceeded to aggressively question my authority to operate the UAS in controlled airspace and my qualifications as a pilot. He then proceeded to tell me that he was reporting me to the FAA for what he believed was flight BVLOS. The individual stated that since he saw me in my car while the drone was airborne, I absolutely could not have been maintaining VLOS. The individual in question had parked approximately 100ft behind my vehicle and had been observing me for approximately 20 minutes. He had no context for my area of operation during this time. Based on where I had setup my equipment in the middle of the site off of the main road, this individual had also intentionally searched the site for my location to observe me after seeing the drone in flight. During this period, the drone was flight in front of my vehicle in view of my windshield. I had intentionally placed my vehicle with direct line of sight to the departure end of the runway to observe traffic in the pattern and departing towards my area of operation. I was using ADSB in functionality to add an additional layer of safety to my visual scans, and the screen was much easier to see in a shaded vehicle interior vs standing outside in the full sun. The individual stated he was a surveyor who also flew at this location and my behavior was going to kill someone flying an airplane and cause problems for all part 107 pilots. After trying to break off communication with the individual, he continued to follow me while I packed up my equipment and stated I was causing great danger to manned pilots and that he had pictures of aircraft flying over the site while I was flying my UAS. Throughout the entire mission, sufficient vertical and horizontal separation was maintained at all times through visual contact and ADSB. There were no instances of either separation becoming a hazard to aircraft. Traffic remaining in the pattern was right pattern for Runway XX and posed no threat to manned or UAS operations. The occasional traffic departing over my area of operation was always greater than 500' above my UAS altitude and sufficiently horizontally separated (1000' or greater). I declined to mention at the time that I am commercial airplane pilot with frequent operations out of this airport. I am highly sensitive to the dangers of manned aviation, and I have an above standard understanding of manned aircraft operation in comparison to the typical part 107 holder. I then broke off communication with this individual again and left the area. I am not sure what I can do with my experience other than share it here. I hope it provides context for harassment that Part 107 operators can face being on the ground and visible to other people.

Synopsis

Part 107 UAS pilot reported being approached by an individual post-flight who insisted the pilot flew in an unsafe manner.

ACN: 2329416 *(40 of 50)*

Time / Day

Date : 202602
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5400

Environment

Weather Elements / Visibility.Visibility : 10

Aircraft : 1

Reference : X
Aircraft Operator : Air Taxi
Make Model Name : Bell Helicopter 407
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : None
Mission : Ferry / Re-Positioning
Flight Phase : Takeoff / Launch
Route In Use : Direct
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Flight Phase : Cruise
Airspace.Class E : ZZZ
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 3400
Experience.Flight Crew.Last 90 Days : 70
Experience.Flight Crew.Type : 1500
ASRS Report Number.Accession Number : 2329416
Human Factors : Situational Awareness
Human Factors : Communication Breakdown

UAS Communication Breakdown.Party1 : Remote PIC
UAS Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : NMAC
Detector.Person : UAS Crew
Miss Distance.Horizontal : 300
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

For a little history, the day prior to this occur occurrence I had operated ZZZ Airport and the drone operator had been making position reports as stated in the NOTAM. The day of this occurrence I had finished a survey line very near ZZZ, while listening to the common traffic advisory frequency there were multiple aircraft doing touch and goes. At no point in the approximately 20 minutes of finishing my survey line and making a landing into ZZZ, Did I hear communications from an active drone. After startup, I had made a radio call with intentions to depart north directly across the runway for a north west departure. Having flown in no less than 15 minutes before, and Not hearing any transmissions from drone operator during my Approach and landing with multiple other fixed wing activities, doing touch and goes on the runway I assumed drone activities had ceased for the day. (This was my mistake) Seeing multiple fixed wing doing touch and go, I planned to depart north west across the runway in order to avoid the fixed wing flow of traffic. I paused while facing a runway to assess timing to make my departure safely with the least amount of impact to the fixing flow. Taking off I've put in a high Power setting and a climb rate to get to 500 feet below the fixing flow of traffic during initial departure. About a quarter mile north of the runway, a flustered voice came on the radio and announced drone operations 400 feet and below north of the runway. Scanning left and right I found the drone. Less than 300 feet off my left wing heading directly towards me at a luckily Slow rate of speed, Was a large twin fuselage glider shaped drone. The drone left my field of view rather quickly. I would assume it was within 200 feet heading directly towards the air aircraft when I passed. I keyed up the CTAF And said "well that was close, perhaps you should keep your radio closer to you". To summarize, although I should have avoided the area stated by the NOTAM altogether, and that is my mistake, I was lured into a false sense of confidence by the reliability of the drone operators radio position reports the day before. I will not trust that a drone operator will make position reports in the future.

Synopsis

Helicopter flight reported an NMAC with a UAS after takeoff. The UAS pilot announced position of the UAS on CTAF shortly before the NMAC occurred.

ACN: 2329085 *(41 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 180
Relative Position.Distance.Nautical Miles : 0.5
Altitude.AGL.Single Value : 250

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 50
Light : Daylight

Aircraft : 1

Reference : X
Aircraft Operator : Personal
Make Model Name : RV-8
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class E : ZZZ
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

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 : 3850
Experience.Flight Crew.Last 90 Days : 35

Experience.Flight Crew.Type : 2860
ASRS Report Number.Accession Number : 2329085

Events

Anomaly.Inflight Event / Encounter : Object
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

During normal VFR flight operations on Day 0, while operating an Experimental Amateur-Built RV-8, I experienced what is believed to have been an in-flight contact with an unknown airborne object. No traffic advisory or visual contact with a UAS or other aircraft was observed prior to or immediately following the event. The aircraft remained fully controllable, with no abnormal flight characteristics, vibrations, or system anomalies noted. A normal landing was conducted without incident. During post-flight inspection, localized impact damage was discovered on the aircraft consistent with contact from a small, lightweight airborne object. The damage appears cosmetic in nature; however, the aircraft was removed from service for further inspection. Based on the size, nature, and location of the damage, contact with a small plastic unmanned aircraft system (UAS/drone) is considered possible, though no definitive identification could be made. No emergency was declared, and no ATC notification was made at the time, as there was no immediate hazard or loss of control. This report is submitted voluntarily for aviation safety awareness and data collection purposes.

Synopsis

RV-8 pilot reported a collision during final approach with an object they believed to be a UAS. Upon landing, damage was found on the aircraft.

ACN: 2328744 *(42 of 50)*

Time / Day

Date : 202601

Aircraft

Reference : X
Aircraft Operator : Government
Make Model Name : UAV: Unpiloted Aerial Vehicle
Mission : Agriculture
Flight Phase : Cruise
Flight Phase : Takeoff / Launch

Person

Function.Other
ASRS Report Number.Accession Number : 2328744

Events

Anomaly.No Specific Anomaly Occurred : Unwanted Situation
Detector.Person : Other Person
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

In the video the drone is specifically shown flying away from a wooded area and it specifically describes the distance the drone is traveling as .9 miles away. In a wooded area and the terrain associated with the area there is clearly a BVLOS operation over public land. The drone is a heavy lift drone and poses an increased risk to damage, fire hazard.

Synopsis

Observer reported a UAS was flying in a wooded area and possibly BVLOS.

ACN: 2327948 *(43 of 50)*

Time / Day

Date : 202501
Local Time Of Day : 1801-2400

Place

Altitude.AGL.Single Value : 300

Environment

Weather Elements / Visibility.Visibility : 1
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Recreational / Hobbyist (UAS)
Make Model Name : DJI Mavic 3 Enterprise
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Recreational Operations / Section 44809 (UAS)
Mission : Recreational / Hobbyist (UAS)
Flight Phase : Cruise
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Emergency Services
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Recreational / Hobbyist (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Experience.Flight Crew.Total (UAS) : 0.15
ASRS Report Number.Accession Number : 2327948
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Other Person
When Detected : In-flight
Result.Flight Crew : Landed As Precaution

Assessments

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

Narrative: 1

I saw a glow a few blocks away. So I flew my drone over and watched a house burning with fire department putting it out. My wife came outside and told me it was illegal to fly a drone near a disaster area. So I flew it home.

Synopsis

Recreational / Hobbyist UAS pilot reported flying a UAS near a fire response. Upon being informed it was not allowed, the UAS pilot landed the UAS.

ACN: 2327947 *(44 of 50)*

Time / Day

Date : 202601

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 20
Altitude.AGL.Single Value : 300

Environment

Weather Elements / Visibility.Visibility : 10
Work Environment Factor : Excessive Wind (UAS)
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Matrice 4E
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Mission : Utility / Infrastructure
Flight Phase : Hovering (UAS)
Airspace.Class G : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Transitioning Between Modes
Flying In / Near / Over (UAS) : Private Property
Flying In / Near / Over (UAS) : Open Space / Field
Flying In / Near / Over (UAS) : Critical Infrastructure
Number of UAS Being Controlled (UAS).Number of UAS : 1

Component

Aircraft Component : Collision Avoidance System (UAS)
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 3.08
ASRS Report Number.Accession Number : 2327947
Human Factors : Human-Machine Interface
Analyst Callback : Attempted

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Object
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Automation : Collision Avoidance System (UAS)
When Detected : In-flight
Result.Aircraft : Lost / Unrecoverable (UAS)

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1

This incident resulted from a limitation in the automated obstacle avoidance system's ability to properly respond to the complex environment presented by close-proximity wind turbine blade inspections. Despite all safety protocols being followed and the operator responding appropriately, the automated system engaged before manual intervention could prevent the collision. The corrective actions implemented--particularly the prohibition of nacelle launches and the requirement for parachute/flotation equipment--directly address the root causes and will significantly reduce the risk of recurrence while also protecting the marine environment. These measures, combined with enhanced training, equipment reviews, and procedural updates, demonstrate the companies commitment to operational safety and continuous improvement. On Day 0, at XA:14 local time, Company X was conducting a routine wind turbine blade inspection. The operation was conducted in accordance with approved documentation and completed with all required approvals. During the inspection flyover of Blade #2, the DJI Matrice 4E drone began positioning closer to the turbine blade than anticipated. The drone's obstacle avoidance system detected proximity to the blade and triggered an automatic alert. The operator attempted to cancel the automated response and regain manual control. However, before manual control could be reestablished, the drone's automated correction system engaged and initiated a correction maneuver that directed the aircraft into the turbine blade rather than away from it, resulting in collision with Blade #2 at XA:14. Following impact, the drone fell into the sea and was lost. Environmental Conditions: Wind conditions were monitored throughout the mission via on-site weather station equipment. Average wind speed was 8 m/s, with 6 m/s recorded at the time of incident--well within operational parameters. All pre-flight checks were completed, and all systems were operational prior to the mission. Immediate Recovery Efforts: Mission was immediately terminated at XA:14. Site conditions documented. Weather station data preserved. Incident reported to safety team. Visual search conducted for debris - aircraft unrecoverable due to water depth and sea conditions. FAA UAS officer contacted and confirmed no formal FAA report required (no injuries, no third-party property damage). Relevant Events Within 24 Hours: Incident reported to all relevant parties. Comprehensive incident investigation initiated. Blade #2 inspected for damage. All documentation preserved and compiled. Lost Marine Debris Description, Gear Markings, and Identifying Characteristics: Equipment: DJI Matrice 4E Professional Drone Company X Description: Commercial-grade quadcopter drone with carbon fiber frame, four rotors with propellers, integrated camera/sensor payload, lithium polymer battery pack, GPS module, and electronic flight control systems. Aircraft features DJI branding and may have Company X identification markings. Components: Carbon fiber airframe and arms. Four brushless motors. Four carbon fiber/composite propellers. Integrated camera and gimbal system.

Lithium polymer battery (potential hazardous material). Electronic control systems and circuit boards. GPS and communication modules. Plastic housing components. Physical Specifications: Length: Approximately 900 mm (35.4 inches) diagonal wheelbase. Width: Approximately 900 mm (35.4 inches) with propellers. Height: Approximately 400 mm (15.7 inches). Weight: Approximately 8 kg (17.6 lbs) with battery installed. Composition: Carbon fiber, aluminum, plastic (ABS/polycarbonate), lithium polymer (LiPo battery - hazardous material), copper (wiring), steel (fasteners), electronic components (circuit boards, sensors)

Synopsis

Part 107 UAS pilot reported the UAS collided with a wind turbine blade during an inspection. The UAS was unrecoverable.

ACN: 2327793 *(45 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZDC.ARTCC
State Reference : VA

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Reference : X
Aircraft Operator : Corporate
Make Model Name : Medium Large Transport
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Route In Use.STAR : JAKE4
Airspace.Class A : ZDC

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Airspace.Class A : ZDC
Flying In / Near / Over (UAS) : Aircraft / UAS

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)
ASRS Report Number.Accession Number : 2327793

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Inflight Event / Encounter : Object
Detector.Person : Flight Crew

When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Painted traffic primary target only no altitude 4nm or less off right side of aircraft. While descending on the JAKE4 arrival. We estimate we were below FL 200. Cleaners found damage and notified our mechanic. Suspect possible drone impact. Suggestions: None of us noticed any damage on the post flight inspection. The ground crew and our mechanic were working on the plane from XA30 through XF00 before one of the cleaners noticed the damage. Going forward I have instructed my crew to video their preflights and post flights.

Synopsis

Corporate Captain reported damage was found on the aircraft post-flight. The damage is believed to have been caused by a UAS during descent.

ACN: 2327031 *(46 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 0
Altitude.MSL.Single Value : 200

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 8000

Aircraft : 1

Reference : X
Aircraft Operator : Corporate
Make Model Name : PA-28R Cherokee Arrow All Series
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Takeoff / Launch
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : UAV: Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Flight Phase : Cruise
Airspace.Class G : ZZZ
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Flying In / Near / Over (UAS) : Aircraft / UAS

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 3900
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 3200
ASRS Report Number.Accession Number : 2327031

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Departing RWY XX at ZZZ VFR to pick up an IFR clearance to ZZZ1. Departing RWY XX observed a Radio Controlled Fixed Wing Airplane operating in an area adjacent to the departure end of RWY XX. Turned left and avoided potential conflict. I question the practice of allowing a radio controlled airplane club to operate on the airport adjacent to active runways.

Synopsis

General aviation pilot reported an NMAC with a UAS during takeoff from a non-towered airport. Evasive action was taken.

ACN: 2326738 *(47 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 2.72
Altitude.AGL.Single Value : 96

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Mavic 3
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Mission : Photo Shoot / Video
Flight Phase : Cruise
Airspace.Class D : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Type (UAS) : 10.00
ASRS Report Number.Accession Number : 2326738
Human Factors : Situational Awareness
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew

When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

On Day 0 at approximately XA:17 PM, I was the Remote Pilot in Command (RPIC) operating in the vicinity of Location X. I was flying a DJI Mavic 3 Classic in Class D airspace under the 100-foot altitude threshold. Weather conditions were clear with daytime visibility. The total flight duration was under 10 minutes. The purpose of the flight was to capture a few photos of the golf course. Upon landing, I realized I had made a human error and accidentally forgot to obtain LAANC authorization prior to the flight. I normally complete my authorizations an hour before takeoff, as I do not always have a guaranteed time of arrival the night before. This was an honest mistake and serves as an important reminder for me to slow down, follow my checklist, and double-check all requirements before takeoff. I sincerely apologize for this error and am grateful for the opportunity to operate in Class D airspace. I recognize my responsibility to ensure all authorizations are completed in a timely manner to maintain safety for myself and the surrounding community.

Callback: 1

Reporter stated they forgot to file for LAANC because they usually file in the morning but weren't sure what time they would be flying so they delayed filing for LAANC and forgot entirely.

Synopsis

Part 107 UAS pilot reported accidentally conducting a UAS flight in controlled airspace without LAANC authorization.

ACN: 2326737 *(48 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 0.095
Altitude.AGL.Single Value : 600

Environment

Weather Elements / Visibility.Visibility : 3
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Mavic 4 Pro
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Mission : Photo Shoot / Video
Flight Phase : Climb
Airspace.Class D : ZZZ
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 500
Experience.Flight Crew.Last 90 Days (UAS) : 45
Experience.Flight Crew.Type (UAS) : 0.25
ASRS Report Number.Accession Number : 2326737
Human Factors : Situational Awareness
Human Factors : Workload
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Landed As Precaution

Assessments

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

Narrative: 1

On Day 0 at approximately XA:55pm I conducted a flight near the ZZZ Airport to capture photos for a client. The on-site client communicated to me that the ATC manager at the ZZZ Airport wanted me to contact him. I called him and he notified me that I was flying too high for the area, even though I was not in a zero grid. My error was that I neglected to check the airspace because I just forgot to do so. I had a backlog of shoots and I used the day to do a handful of them and forgot to check the airspace on any of my shoots (which I accept full accountability). I will also mention that I was reminded that DJI had removed geofencing on their drones and that also contributed to my false sense of compliance, even though I was approved to fly via LAANC at a few locations around another local airport months ago. I should have known better as a commercial UAS pilot that the lack of geofencing does not eliminate or replace the need to follow Part 107 regulations and apply for authorizations. Once the manager notified me of my altitude I immediately apologized, admitted fault, suspended my operation and grounded the drone. The drone was not in the path of any planes landing or taking off as it was outside of the zero grid. No evasive action had been taken. This incident has made me more aware and responsible in knowing that no client job supersedes safety and Part 107 compliance. Air safety is paramount and the absolute priority before launching. I will do a better job moving forward in pacing myself and making sure the airspace allows me to fly, apply for the proper authorizations if needed and follow the Part 107 regulations for each flight.

Synopsis

Part 107 UAS pilot reported conducting a UAS flight in controlled airspace without LAANC authorization. Upon being informed of this, the pilot landed the UAS.

ACN: 2325208 *(49 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 2.5
Altitude.AGL.Single Value : 98

Environment

Weather Elements / Visibility.Visibility : 7
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Mavic 4 Pro
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 107
Mission : Photo Shoot / Video
Flight Phase : Cruise
Airspace.Class E : ZZZ
Airspace Authorization Provider (UAS) : Authorized Third Party
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : Y
Control Mode (UAS) : Manual Control
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Visual Observer (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 37.50
Experience.Flight Crew.Last 90 Days (UAS) : 4.5
Experience.Flight Crew.Type (UAS) : 1.5
ASRS Report Number.Accession Number : 2325208
Human Factors : Human-Machine Interface
Human Factors : Time Pressure
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Analyst Callback : Attempted

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected.Other
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Despite several days of pre-flight planning and researching the class E airspace LAANC authorization availability surrounding ZZZ Airport, at the moment of the mission, I forgot to complete the LAANC authorization process in the Aloft Air Control app. I was in an area with automatic LAANC authorization up to 100 ft., and flew at 98 ft and below, during the mission, but clearly violated protocol by failing to get LAANC authorization. How on earth did this happen? I have used the app and others many times for LAANC authorization and understand the procedure. Causes: 1. Primary Cause: Insufficient Pre-Flight Check routine. 2. Hurry: Client was in a rush to get good lighting conditions, and I allowed this to impact my state of mind, feeling like I had to hurry up my pre-flight routine and get in the air. 3. New Drone: Mavic 4 Pro drone was recently purchased and, while I spent time training and testing the drone prior to this mission, I think I was still in a learning phase with the new screen and control interface, which is different from my other drones. 4. Tunnel Vision: During pre-flight check, I was so focused on ensuring my flight path would stay within the max 100 ft. LAANC Authorization area - checking every street with the Aloft map and marking all of my flight boundaries mentally - that I forgot to complete the actual authorization itself! Incredible. I only realized while reviewing the footage later and thinking through all the planning and mission outcomes, that I had not completed the authorization process. Remedies: 1. I affixed a new bright orange "FINAL Pre-Flight Check" list to my controller. "Execute LAANC Authorization" is at the top of the list! I have also made a custom Pre-Flight Check List that will stay with the controller at all times - again, LAANC Authorization is top of list. 2. I have added a category to my Pre-Flight Check: "TAKE YOUR TIME, Always". This reminds me to always take a breath and focus on big picture, and go through all hazards, all routines methodically, regardless of any perceived pressures from clients or myself. "If we miss a shot because of pre-flight routine requirements - its okay..." 3. I plan on more training intervals with the new drone and more time online staying plugged in to evolving UAV flight rules and best practices.

Synopsis

Part 107 UAS pilot reported conducting a UAS flight without LAANC authorization.

ACN: 2325207 *(50 of 50)*

Time / Day

Date : 202601
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1.9
Altitude.AGL.Single Value : 390

Environment

Flight Conditions : VMC
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
Aircraft Operator : Commercial Operator (UAS)
Make Model Name : DJI Phantom 4
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 107
Flight Plan : None
Mission : Photo Shoot / Video
Flight Phase : Hovering (UAS)
Airspace.Class C : ZZZ
Airspace Authorization Provider (UAS) : Authorized Third Party
Operating Under Waivers / Exemptions / Authorizations (UAS) : N
Weight Category (UAS) : Small
Configuration (UAS) : Multi-Rotor
Flight Operated As (UAS) : VLOS
Flight Operated with Visual Observer (UAS) : N
Control Mode (UAS) : Manual Control
Type (UAS) : Purchased
Number of UAS Being Controlled (UAS).Number of UAS : 1

Person

Location Of Person : Outdoor / Field Station (UAS)
Reporter Organization : Commercial Operator (UAS)
Function.Flight Crew : Remote PIC (UAS)
Function.Flight Crew : Person Manipulating Controls (UAS)
Qualification.Flight Crew : Remote Pilot (UAS)
Experience.Flight Crew.Total (UAS) : 100
Experience.Flight Crew.Last 90 Days (UAS) : 20
Experience.Flight Crew.Type (UAS) : 100
ASRS Report Number.Accession Number : 2325207
Human Factors : Human-Machine Interface
Human Factors : Situational Awareness
Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : UAS Crew
When Detected : In-flight
Result.Flight Crew : Exited Penetrated Airspace

Assessments

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

Narrative: 1

I flew at approximately 350 ft AGL in a location that did not have approval to fly above 200 ft AGL for approximately 10 minutes. This location was in Location X. I was flying and gathering photos and videos for a recently constructed hotel, and was trying to fly high enough to not hit any nearby structures. As soon as I realized I took my drone down immediately and submitted for approval on the AirControl app to fly at 200 ft AGL. I did not return my drone to the sky, but still submitted for auto-approval of flight to inform any monitoring Air Traffic Controller that this was me in the area. I was in this location for approximately 40 minutes and was not approached by law enforcement. I also submitted and was approved to fly at 200 ft AGL at a nearby location, spoke with Police and provided my Drivers License and Part 107 renewal certificate. I was also in this location for approximately 30 minutes. No aircraft were in the sky in the time that I was flying, and visibility was very clear. I have modified my Standard Operating Procedure document to include checking for LAANC before and after arriving on the site.

Callback: 1

Reporter stated they received the auto approval for the area of their first flight. An additional factor was an update from DJI. On previous flights the DJI app would have locked out the area and the UAS would not be allowed to take off. With the new update that was no longer the case.

Synopsis

Part 107 UAS pilot reported flying in controlled airspace without authorization.