

12/28/2022

FOR YOUR INFORMATION

2022-146/9-8

To: FAA (AAS-1), Airport Manager, Ft Worth Alliance Airport, (AFW), TX.

1945998

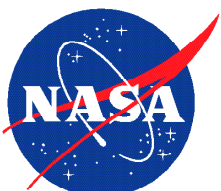
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ATM AFW Tower, ASW-600, AFS-260, AFS-200, Director of Air Traffic Operations CSA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: AFW Airport Traffic Conflicts with GA Aircraft

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1945998

DATE / TIME

Date of Occurrence	202210
Local Time Of Day	1201 to 1800

PLACE

Locale	AFW.Airport
State	TX
Altitude - MSL	2500

ENVIRONMENT

Flight Conditions	VMC
Weather	Other: Wind

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	AFW
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

Make Model Name	Small Aircraft
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PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	1945998

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1945989

EVENTS

Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation - Altitude - Excursion From Assigned Altitude
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Detector - Automation	Aircraft RA
Detector - Automation	Aircraft TA
Detector - Person	Flight Crew
Result - Flight Crew	FLC Complied w / Automation / Advisory
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Flight Crew	Took Evasive Action
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

Cleared for Visual Approach for Runway 16 left, approach armed at approximately 2,600 ft. descending to FAF altitude 2,400 ft. and turning onto localizer. Tower called small aircraft traffic co altitude to our left but not in contact with. Captain called traffic. About 2 miles prior WIGZU we got an RA to descend. I followed procedures and began descent. Once clear we continued to configure and get back on normal glide path landing uneventful.

Cause - Very busy GA traffic on edge of Alliance airspace that transition close to approach for Runway 16's.

Suggestion - In phone discussion with Tower after event we were told this has occurred numerous times with Company on approach at same location. Just on edge of AFW Class D space. With numerous general aviation runways around they have attempted to warn GA traffic of heavy cargo traffic, but the problem continues. AFW is trying to broaden its airspace in that area to require radio contact to enter and warn traffic.

NARRATIVE 2

We were cleared for the Visual to Runway 16L. The FO (First Officer) armed approach and we descended to the marker altitude of 2,400 ft. As we were intercepting the LOC and at about 2,600 ft. we got a TCAS traffic warning. The traffic was close and at our altitude. I obtained a visual with a small aircraft approximately 1,000 to 1,500 ft. at 11 o'clock and at our altitude. At that moment we received an RA to descend. The FO disconnected the autopilot and autothrottles and complied with the RA directives. I maintained a visual on the light aircraft, but was concerned there was another aircraft causing the RA, since it looked as if the TCAS target was closer than the visual target. Once the RA resolved, we reestablished the glideslope and continued the approach to a normal landing. The RA occurred about a half mile short of the FAF at WIGZU.

Cause - A small aircraft too close to the approach at AFW. After landing we called the Tower on the land line and spoke with Name. They informed us that they were not in contact with the aircraft, and that he was legally skirting the edge of the Class D around AFW. I was amazed by that. This aircraft was close enough to cause an RA at the marker, and was likely completely oblivious to the event. We were also informed that this has happened several other times. They have been working to extend the Class D. THIS MUST HAPPEN before we have a major incident. It was a very distracting event that could easily snowball into something more serious at that stage of a flight. Those aircraft should, at a minimum be in contact with AFW Tower for traffic separation.

SYNOPSIS

Flight crew at the FAF for Runway 16 at AFW reported taking evasive action in response to a TCAS/RA for VFR traffic that was not in communication with ATC. The crew was advised by ATC that conflicts with VFR aircraft at this point are a recurring problem.