

# ALERT BULLETIN

AB 2025:14/7-1

7/1/2025

2235818, 2237910, 2224667

TO: FAA (AJT-1, AOV-1)

INFO: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations - WSA, CSA, ESA (North and South)), ATSAP, A4A, ASAP, ALPA, AOPA, APA, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NBAA, NTSB, RAA

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

SUBJ: ATC Operational Errors Related to Staffing and Fatigue Issues

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 following:

ASRS has recently received several Controller reports describing operational errors which were attributed to staffing and fatigue related issues.

(ACN 2235818) SAV Tower Controller reported clearing an aircraft for takeoff before another aircraft had cleared the runway. The reporter stated fatigue related to frequent overtime as a result of short-staffing was a factor.

(ACN 2237910) A TRACON Controller reported an aircraft executed a missed approach but deviated from the procedure placing it below an aircraft on approach to a nearby airport. Reporter stated they hesitated to take action due to being fatigued from working at a facility with insufficient staffing.

(ACN 2224667) BNA TRACON Controller reported having two aircraft on converging headings at the same altitude. Controller stated they were working combined sectors due to insufficient staffing and were fatigued from working overtime every week.

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](mailto:becky.l.hooey@nasa.gov).



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



**ACN 2235818****DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	0601 to 1200

**PLACE**

Locale	SAV.Airport
State	GA
Altitude - AGL	0

**AIRCRAFT / EQUIPMENT X**

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

**AIRCRAFT / EQUIPMENT Y**

ATC / Advisory - Tower	SAV
Make Model Name	Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part	91

**PERSON 1**

Function - Air Traffic Control	Local
ASRS Report Number	2235818

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Ground Conflict, Critical
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance

**NARRATIVE 1**

Aircraft Y cleared to land Runway 10, Aircraft X holding short of Runway 10 with a CFR (Call for Release) time. A third aircraft was initiating an intersection departure from Runway 19. Ground had multiple crossing requests for Runway 19. Approach on hotline to coordinate something but was indistinguishable from helicopter calling with request on frequency.

I gave a takeoff clearance to Aircraft X to meet his flow time but only completed a partial scan due to other operational activities. Aircraft Y must have been on short final, dropped from the radar display. I became aware of my mistake only when Aircraft Y requested exit instructions for his FBO. I located the aircraft, issued the exit instructions, and observed that Aircraft X was still a few seconds away from beginning takeoff roll. At that point I could see that Aircraft Y would exit before separation would be lost. Aircraft X questioned the takeoff clearance, and I reissued that.

I believe mental mistake is attributable to fatigue caused by months of overtime assignments, and lack of staffing. No oversight in the Tower at the time, no one in the Tower cab noticed that I issued an unsafe clearance. Supervisor combined with Clearance Delivery and facing away from the operation.

## SYNOPSIS

SAV Tower Controller reported clearing an aircraft for takeoff before another aircraft had cleared the runway. The reporter stated fatigue related to frequent overtime as a result of short-staffing was a factor.

**ACN 2237910****DATE / TIME**

Date of Occurrence	202505
Local Time Of Day	0001 to 0600

**PLACE**

Locale	ZZZ.TRACON
State	US
Altitude - MSL	3000

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Tower	ZZZ1
Make Model Name	Citation III, VI, VII (C650)
Operating Under FAR Part	135

**AIRCRAFT / EQUIPMENT Y**

ATC / Advisory - TRACON	ZZZ
Make Model Name	B777-200
Operating Under FAR Part	121

**PERSON 1**

Function - Air Traffic Control	Approach
ASRS Report Number	2237910

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Separated Traffic

**NARRATIVE 1**

I was working multiple combined positions. I heard ZZZ1 tower yell over the line that they were descending someone immediately. I observed Aircraft X climbing on the missed approach. I called local at ZZZ [tower] to alert them to the situation since I had already shipped Aircraft Y to tower. I observed a loss of separation but separation had already been reestablished. As I watched the situation unfold Aircraft X was at 1500 but didn't appear to be flying the published missed. I was unsure of what he would do or how the situation was going to be resolved since he was still flying south. I didn't want Aircraft Y to descend into him on the approach into ZZZ so I called ZZZ local back and told them to climb Aircraft Y to 4000 runway heading. There was some hesitation on both of our parts as it did eventually look like maybe they would remain separated. Knowing it was IFR and not wanting to take any risks I told local to just send him around. I was very tired after a long and exhausting shift with low staffing and busy volume all night. I believe this contributed to the hesitation, but in the end the right decision was made as both aircraft remained separated and landed safely. The Aircraft Y pilot was very appreciative on frequency when I explained what happened.

It is common for go arounds at ZZZ1 to climb above the initial 1500' restriction on the missed approach. The "top altitude" if there is such a thing on a missed approach, but there is a 1500' initial restriction to keep them separated from ZZZ arrivals. Something needs to change so that pilots aren't accidentally climbing to 3000 when they are busy with a go around as this is very dangerous with ZZZ arrivals at 3000' and descending to

Runway XX. We have been briefed in the past the missed approach for arrivals to Runway XY at ZZZ1 in not procedurally separated from the ILS to Runway XXL/R at ZZZ, so we should not be running both approaches simultaneously until the procedure is changed to provide positive separation. This has been brought up in the past but the agency demands they both be used without taking any action to correct the problem. Additionally with the poor staffing in this area there is constantly too many planes to provide a safe operation, yet we are forced to just keep working too many planes hoping that nothing bad happens. The volume of traffic needs to be significantly reduced in the interest of safety and to prevent controller fatigue and burnout.

#### **SYNOPSIS**

A TRACON Controller reported an aircraft executed a missed approach but deviated from the procedure placing it below an aircraft on approach to a nearby airport. Reporter stated they hesitated to take action due to being fatigued from working at a facility with insufficient staffing.

**ACN 2224667****DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	1201 to 1800

**PLACE**

Locale	BNA.TRACON
State	TN
Altitude - MSL	6000

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - TRACON	BNA
Make Model Name	Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

**AIRCRAFT / EQUIPMENT Y**

ATC / Advisory - TRACON	BNA
Make Model Name	Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	135

**PERSON 1**

Function - Air Traffic Control	Approach
Function - Air Traffic Control	Departure
ASRS Report Number	2224667

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance

**NARRATIVE 1**

Working Departure Radar East and Arrival Radar East combined. Switched Aircraft X on long side arrival to final. Around that time Aircraft Y departed. When I RADAR Identified him, I thought I climbed and turned him. Aircraft did not commence turn and was on converging heading with Aircraft X on the arrival. When I noticed the failure to turn, I turned Aircraft Y away from the arrival. Aircraft Y responded immediately and turned away. In hindsight, I am uncertain if I issued the first turn to the departure or not. I am unsure if there was a loss or not.

I recommend more staffing at the facility to open more positions, reduce fatigue, and distribute workload. 6 day work weeks for consecutive years take their toll on the human body and fatigue can set in without the individuals even recognizing it. Current SIDs/STARs at BNA are outdated and inefficient. These procedures create conflict between departures and arrivals. New procedures have been designed and should be implemented immediately.

**SYNOPSIS**

BNA TRACON Controller reported having two aircraft on converging headings at the same altitude. Controller stated they were working combined sectors due to insufficient staffing and were fatigued from working overtime every week.