

8/26/2025

FOR YOUR INFORMATION

2025-216/11-26

To: Airport Managers, McGhee Tyson Airport (TYS), TN, Knoxville Downtown
Island Airport (DKX), TN, FAA (ATM TYS Tower, ATM TYS TRACON) 2263929

Info: FAA (AAS-1, AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, ASO-600, AFS-260,
Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A,
IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

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

Re: Airborne Conflicts, TYS/DKX

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 2263929

DATE / TIME

Date of Occurrence 202507
Local Time Of Day 0601 to 1200

PLACE

Locale DKX.Airport
State TN
Altitude - MSL 3000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - UNICOM DKX
Make Model Name Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Operating Under FAR Part 91

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - UNICOM DKX
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

AIRCRAFT / EQUIPMENT Z

ATC / Advisory - TRACON TYS
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Pilot Flying
Function - Flight Crew Single Pilot
ASRS Report Number 2263929

EVENTS

Anomaly Conflict - Airborne Conflict
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Automation Aircraft Other Automation
Detector - Person Flight Crew
Miss Distance - Horizontal 4000
Miss Distance - Vertical 1000
Result - Flight Crew Took Evasive Action

NARRATIVE 1

I was on an IFR flight plan from ZZZ to DKX, direct, and at 4000 feet and was approved a visual approach into DKX. At about 6 NM from DKX I cancelled my IFR clearance, and changed to local DKX UNICOM frequency. I turned course to the right to set up for a downwind entry for Runway 26L downwind. There were several planes in the pattern at DKX. I was advised by ATC prior to frequency change of a plane at my 2 o'clock below me. I could see the plane on my ADS-B screen. We were converging, I was at 3100 feet and the other plane was below me. We could not see each other but did exchange some verbal acknowledgement while there was a lot of other radio chatter occurring with other planes in the pattern. I decided and announced on the radio that I would do a right 360-degree turn and re-enter the pattern for spacing. As I was making my 360-turn I saw an airliner moving left to right maybe 1000 feet above and 4000 feet ahead of me. The TYS ILS final course

would be about where the airliner was. I completed my turn for spacing, re-entered the downwind for Runway 26 DKX and landed.

I am not sure what could have been done differently. To summarize, as I approached DKX there was traffic at different positions around the field. The plane that was the biggest conflict was the one to my immediate right at a lower altitude. Then there is the ILS final course for TYS not far from the downwind pattern at TYS. I don't know if it would help to have right traffic for DKX Runway 26 for spacing from the TYS ILS 23? I sometimes think DKX needs a Control Tower. Additionally, when DKX is using Runway 8 and TYS Runway 5, there is potential for climbout conflicts. Could a TYS Approach Controller give an informational presentation to pilots at DKX?

SYNOPSIS

Pilot reported multiple traffic conflicts with the flight operations at DKX and TYS due to the airports' proximity and recommended changing the direction of traffic pattern at DKX.