

9/17/2025

FOR YOUR INFORMATION

2025-232/8-27

To: Airport Manager, Punta Gorda Airport (PGD), FL, FAA (ASO-600)

2268002

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM PGD Tower), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: PGD ATC Tower Procedures

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 2268002

DATE / TIME

Date of Occurrence	202501
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	PGD.Airport
State	FL
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower	PGD
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	2268002

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Detector - Person	Flight Crew
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

I'll start by saying that due to our altitude the TCAS aural warnings were inhibited.

Departing Runway 04. Upon rotation and the gear up call, as I reached for the gear handle I noticed the traffic target ahead and just to the right go amber in color. Our clearance was to turn left heading 020 and as we climbed through about 350 feet the Tower reminded us of the 020 heading and to contact Departure. The Captain called "pulled heading" and initiated the turn. I was looking out the forward window looking for the traffic as I pulled the heading bug. As we turned, I saw a GA aircraft pass above and just to our right through the forward window. I don't know if this aircraft was the previous aircraft to land and was on a touch and go remaining in the pattern in right traffic or if he was just entering the pattern. I replied to the Tower that I had the traffic in sight and over to Departure.

In our critical phase of flight to have another aircraft operating so close is dangerous and it is a continuous problem in Punta Gorda. It feels as if the controllers are comfortable with things always going right. Had we encountered a bird strike, an engine failure, anything that may have distracted or thrown us off we may not have initiated that turn so quickly or even became aware of the other aircraft. It is hard to say how close we may have been had we not turned. This is my second report of what I feel is a close call in Punta Gorda in the last few weeks. Reaching out to the control facility and making them aware that the pilots are not comfortable with the level of separation being provided might prompt an awareness to the issue. The airport is extremely busy with commercial and training flights along with GA based or visiting the airport. They are constantly

having student pilots “making 360s” or slowing to accommodate space for faster or departing traffic. A GA aircraft exiting the runway just the other day blew a tire. He commented to the Tower that he was just trying to clear quickly for everyone. They are constantly having people expedite this or that. They’ve gotten verbal heated when a GA flight initiated his own go-around because another aircraft was on the runway. They argued about having the required separation on the runway and were upset that he didn’t land. The other pilot I was flying with and myself had never heard of such a thing. It is always the pilot’s prerogative to decide to go around or not. They are pushing people past their comfort zones and someone is going to get hurt.

SYNOPSIS

Air carrier First Officer reported PGD Tower’s failure to provide separation on departure resulted in the flight crew needing to avoid another aircraft, and expressed concern about Tower procedures.