

ALERT BULLETIN

AB 2026:1/9-1
1/20/2026
2307462, 2288687

TO: FAA (AFS-260, AFS-200, AJV-A, OEG)
INFO: FAA (AEA-600, AGL-600, AAS-1, AAS-300, AVP-1, AVP-200, ATM IAD Tower, ATM MSP Tower), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Airport Managers, Washington Dulles International Airport (IAD), VA., Minneapolis-St Paul International Airport (MSP), MN., Jeppesen Sanderson Inc.
FROM: Becky L. Hooley, Director
NASA Aviation Safety Reporting System
SUBJ: Crane Hazard 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 received reports from pilots expressing concern about the proximity of construction cranes on short final approach to their landing runways.

(ACN 2307462) Air carrier First Officer reported that during short final approach to IAD Runway 19R, a crane was directly under the flight path, and even though the crane is the subject of a NOTAM, if an aircraft deviates below the glideslope it could result in a collision.

(ACN 2288687) Air carrier First Officer reported concern regarding the proximity of a construction crane on short final approach to Runway 35 at MSP. Reporter stated they decided to deviate left of course to increase separation from the obstacle, and even with the deviation they were within 100 yards horizontally and 50 feet vertically of the crane.

ASRS recently alerted on a similar crane related incidents. Alert messages 2026-16/5-9 and 2025-299/9-11 are also enclosed.

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 2307462

DATE / TIME

Date of Occurrence	202511
Local Time Of Day	1201 to 1800

PLACE

Locale	IAD.Airport
State	DC
Altitude - AGL	600

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2307462

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Detector - Person	Flight Crew

NARRATIVE 1

On short final into Dulles on Runway 19R there is a construction crane (appears to be for a data center) that when fully extended appears to be very close to arriving aircraft. If you are lined up properly for the ILS, it is DIRECTLY under the flight path. During the day the flag at the top is not sufficient for visibility. I'm sure the crane is captured by NOTAMs, but if someone accepts a visual approach to Runway 19R and dips below the glideslope, I'm concerned there could be a collision.

SYNOPSIS

Air carrier First Officer reported there is insufficient visibility for a construction crane that is hazardously positioned close to aircraft lining up for ILS 19R at IAD.

ACN 2288687

DATE / TIME

Date of Occurrence	202509
Local Time Of Day	0601 to 1200

PLACE

Locale	MSP.Airport
State	MN
Altitude - AGL	275

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2288687

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew
Miss Distance - Horizontal	250
Miss Distance - Vertical	50
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

During our flight, a NOTAM was issued for an obstacle on short final to Runway 35 at MSP, which was not on our dispatch release. We saw the crane and the pilot flying deviated slightly left to provide more separation. Even with the jog to the left, we were within 100 yards horizontally and 50 feet vertically of the crane inside of a mile final.

Using 35 for arrivals with a crane on short final is probably an accident waiting to happen.

SYNOPSIS

Air carrier First Officer reported a published NOTAM obstacle on final approach within a mile of the runway resulted in a need to deviate off the final approach course to avoid the obstacle.

Previous Alerts

1/15/2026

FOR YOUR INFORMATION

2026-16/5-9

To: Airport Manager, George Bush Intercontinental/Houston, (IAH), TX, FAA (AAS 2310491-1, AJV-A), Jeppesen Sanderson Inc.

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

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

Re: IAH Airport Construction Crane NOTAM Confusion

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 2310491

DATE / TIME

Date of Occurrence	202511
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	IAH.Airport
State	TX
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	IMC
-------------------	-----

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	I90
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2310491

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew

NARRATIVE 1

There are some confusing and conflicting construction-related NOTAMs at IAH. I'll use ILS 26L in my examples, but I see the same for other approaches too.

NOTAMs 1 and 2 reference a crane that's 5794 feet west of the runway. These NOTAMs make changes to the minimums and approach capability, except when advised that this crane is down.

NOTAMs 3 and 4 also reference the crane that's 5794 feet west of the runway, but in addition they reference a different crane that's 5937 feet west of the runway. These NOTAMs make different changes to the minimums than the ones mentioned above, and these NOTAMs do not allow any exception for when the crane(s) are down.

Finally, NOTAM 5 says a crane (which one?) will be lowered during certain approaches to 8R. It makes no mention of approaches to other runways, and it also appears to reference another NOTAM that I can't find.

So... Is the crane down or not, which crane are we talking about, which NOTAM do we use to determine adjusted Category I minimums to ILS 26L, and which NOTAM do we use to determine if we can do a Category III to 26L?

On this arrival the weather was variable at and below Category I, so we briefed the Category III to 26R (no NOTAMs, no confusion). Upon transfer to Approach, they said to expect 26L. Based on the above and not wanting to get into a protracted discussion on the radio, we just declined and stuck with 26R. However, multiple other company aircraft were executing the ILS 26L, apparently without regard to the NOTAMs.

This is a large hub. Given the number of flights per day and the length of this construction project, I can't believe nobody has noticed these discrepancies.

SYNOPSIS

Air carrier Captain reported the NOTAMs at IAH regarding cranes near the runway are confusing and make it difficult to determine the minimums and approach capabilities.

12/3/2025

FOR YOUR INFORMATION

2025-299/9-11

2295497

To: Airport Manager, Portage Municipal Airport (C47), WI, FAA (AAS-1)

Info: FAA (AGL-600, AVP-1, AVP-200, AAS-300, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, AOPA, ASAP, ATSG, NAFI, NBAA, NTSB, Jeppesen Sanderson Inc.

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

Re: Crane Hazard Vicinity of C47 Airport

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 2295497

DATE / TIME

Date of Occurrence 202510
Local Time Of Day 0601 to 1200

PLACE

Locale C47.Airport
State WI
Altitude - AGL 0

ENVIRONMENT

Flight Conditions Mixed
Weather Rain

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Pilot Flying
Function - Flight Crew Single Pilot
ASRS Report Number 2295497

EVENTS

Anomaly No Specific Anomaly Occurred - Unwanted Situation
Detector - Person Flight Crew
Miss Distance - Horizontal 500
Miss Distance - Vertical 0
Result - General None Reported / Taken

NARRATIVE 1

Crane extending beyond 100 feet AGL 395 feet west and 500 feet south of departure end of Runway 18 at C47. NOTAM indicates .7NM and less than 100 feet AGL. These numbers are not accurate.

When crane company was contacted and they indicated that they do not report higher than 100 feet because it will cause additional paperwork.

City of Portage stated that they just use the information the crane company provides.

SYNOPSIS

GA pilot reported there is a crane less than a mile from the end of Runway 18 at C47 airport, which is taller than what is noted in the NOTAM.