

Ken Cawrse

Captain ERJ | Flight Operations [REDACTED]

My crew operated flight SKW5326 from KBUR to KSFO on Wednesday, February 22, 2022. On departure, we got a Traffic Collision Alert System (TCAS) aural “Descend, Descend” shortly after departure from runway 33.

I have operated many SkyWest flights over the past 10 years into Burbank. During most of my experience, I have seen the winds favor aircraft landings on runway 08 and 15 with the majority of the airliners landing on 08. On rare occasions, due to winds, I have landed on runway 33 as well as 15. On the incident day, aircraft were departing on runway 26 as well as 33 with arrivals to 33. In my past experience I have never encountered departures on runway 26.

On the day of the event, we were cleared to back-taxi on the runway at dusk. We scanned for traffic but did not see anyone on final or on the base leg for runway 33. We had been parked at gate B2 operating a United Express flight and everything was normal, other than the aforementioned departures off runway 08, 26 and 33. We expected a runway 08 departure and our IFR clearance had us on the OROSZ2 RNAV departure. We received our push clearance from BUR ground and were told to expect runway 33. At this point we verified which way they wanted us to push due to our close proximity to 33. We received a clearance to push off Gate B2 with the nose of the aircraft pointing towards the final approach course runway 33. We pushed, started the engines, and ran all of our normal checklists, including the Before Take-Off checklist, prior to calling for taxi. I elected to have all of these checklists completed prior to calling for taxi as I have had ATC immediately clear us onto runway 33. We received what I had anticipated, except for one slight variation. We were cleared onto runway 33, back-taxi as far as necessary and then line up and wait. We only had performance for full length so we taxied to the beginning of runway 33, did a 180 degree turn and held at the threshold. We were aware that aircraft were on approach to 33 but didn't see anyone when we took the runway. We were in position and held for what seemed to be a couple of minutes. It was dusk when we started to taxi out and became dark prior to our departure.

The only approach to runway 33 for SkyWest Airlines is a SkyWest chart RNAV Visual approach with approximately an 11-mile base leg with a turn to a 2.4 nm final. From watching other airlines come into BUR, it appears that they have the same thing. We finally received a clearance for takeoff and subsequently heard an aircraft request to confirm clearance to land. As we started to roll, I recall hearing ATC confirm with the other aircraft that they were cleared to land. Almost immediately after the confirmation, I heard the other aircraft state that they were going around. We continued our takeoff. At this point, things still seemed normal for us. We started into the left turn to a heading of 270 as required by the departure procedure. We heard ATC call us, but then changed who they were calling, and told the other aircraft to turn but did not communicate anything additional. As we started to go wings level on the new heading, we received the TCAS RA of “Descend, Descend.” This initially resulted in a startle/surprise affect, but we responded within 5 seconds and followed the TCAS RA. After our response, I thought I heard my First Officer report to ATC that we were responding to an RA. We received the “Clear of Conflict” alert and started resuming normal flight.

ATC subsequently gave us a clearance to resume the departure. We didn't receive any ATC instructions after our clearance to takeoff until we received our clearance to resume the departure.

Later during our crew debrief, I discovered that it was the other aircraft that stated they were responding to the RA. I did not notice the traffic on TCAS until we started resuming normal flight. TCAS displayed the target at 900 feet above and getting further above us, and appeared to be nearly a half nautical mile laterally. Normally, TCAS provides "Traffic, Traffic" before the resolution advisory, but I don't recall getting it this time. ATC communications seemed normal up until the other aircraft called ATC to confirm clearance to land.

Original Incident flight crew - Irregular Operations Reports (IORs).

Captain (CA) [REDACTED] Kenneth Cawrse [REDACTED]

TCAS RA Event

We were cleared to back taxi on RWY 33 as far as necessary, complete a 180 degree turn and position and hold. After quite some time, we were cleared for takeoff. An aircraft on final to runway 33 questioned whether or not they were cleared to land and it was confirmed by BUR tower. They immediately stated that they were going around as we were rolling down the runway. We were not instructed any differently by ATC with respect to our takeoff. During the initial climb, prior to flaps up, ATC struggled with aircraft call signs and finally told another aircraft to fly a specific heading, but said nothing to us. We got a descending RA, descended and when the "Clear of Conflict" sounded, I saw the traffic on TCAS showing 900 feet above and be less than 1/2 mile laterally. We resumed normal flight and were told to resume the departure.

First Officer (FO) [REDACTED] Samuel Schino [REDACTED]

TCAS RA Event

Cleared to back taxi on runway 33 into position and hold. We did not receive a takeoff clearance for a while. An aircraft on final for runway 33 questioned their landing clearance, then immediately started a go around. We did not receive a different clearance on takeoff and climb. ATC struggled with aircraft call signs and instructions. We received a TCAS descending RA and complied. Once clear of conflict, we continued on with the planned flight profile and route.