

Factual Report – Attachment 3

Pilot Statements

AIR TRAFFIC CONTROL

OPS17IA003

Safety Event Report - Summary



Printed on: Monday, October 24, 2016

Number	SERFO2113	Status	Accepted	Event Date	10/21/2016 8:30:00 AM		
Type	Safety Event Report - Flight Operations			Reported By	[REDACTED]		
Resp. Dept		Flight Ops					
Subject	Runway incursion						
Employee Number	[REDACTED]	Reporter Email	[REDACTED]				
Flight Number	4024	Tail Number	425NV	Aircraft Type			
Departure Airport	AVL - Asheville Regional Airport						
Scheduled Arrival Airport	BAF - Barnes Muni						
Landing Airport	BAF - Barnes Muni						
Seat assignment during flight	CA	Primary flight duties during time of event			Pilot Flying		
What is your familiarity with the other pilot?	First leg ever flown	Name of ATC Facility	BAF tower	Type of ATC Facility	Tower		
ATC Control at Beginning of Event		Cleared on landing					
Approximate Location of Event	Landing deceleration on runway 20		Phase of Flight at Start of Event	12. Landing			
Nearest NAVAID	BAF	Altitude (ft)	0	MSL or AGL?	AGL		
Meteorological Conditions	IMC	Lighting Condition at Time of Event		Dawn			
Aircraft Damage or Encounter (EV25)		Vehicle					
Aircraft Malfunction Event (EV26)							
Aircraft Malfunction Other (EV32)							
Aircraft Mechanical Issues (EV27)							
Airspace Deviation (EV19)							
Airworthiness/Documentation Event (EV03)							
Altitude Deviation (EV12)							

Approach/Arrival Problems (EV21)	
Charts (EV31)	
Complications with Airport Facilities (EV24)	
Coordination/Communication Issue (EV01)	
Course Deviation (EV13)	
Datalink Coordination/Communication Event (EV02)	
Departure Problems (EV11)	
Evacuation Event (EV36)	
Excursion (EV09)	
Fire, Smoke or Fumes (EV33)	
Flight Diversion/Air-Ground Return (EV20)	
Fuel Event (EV07)	
Go Around (EV22)	

Illness or Injury Event (EV34)	
Incursion (EV10)	Runway
Landing Event (EV23)	
Operation in Non-compliance - FARs, Policy/Procedures (EV04)	
Power plant/Engine (EV30)	
Propeller/Rotor (EV29)	
Rejected Takeoff (EV05)	
Safety Event / Concern (EV37)	Safety Event/concern
Security Concern (EV35)	
Speed Deviation (EV14)	
Structures (EV28)	
Takeoff Deviations (EV08)	
Terrain Proximity Event (EV16)	

Traffic Proximity Event (EV17)	
Uncommanded/Unintended State or Loss of Control (EV15)	
Weather Issue/Weather Proximity Event (EV18)	
Weight and Balance (EV06)	
Other Type of Event (EV38)	
Aircraft Handling / Configuration/Performance Control (IN06)	
Automation Management / Configuration (IN09)	
Communication - Pilot-to-ATC (IN02)	
Communication - Pilot-to-Operations (IN03)	
Communication - Pilot-to-Pilot (IN01)	
Cross Verification or Monitoring (IN10)	
Documentation Error / Issue (IN04)	
Flight Crew Coordination (IN11)	
Navigation / Position Control (IN07)	
Personal Flight Crew Issues (IN12)	
Procedural Issue / Error (IN05)	
Security Procedures / Errors (IN13)	
System, Instrument or Radio Settings or Interpretation (IN08)	
Other Internal Issues or Crew Errors (IN14)	
Adverse weather Conditions/Environmental Issue (EX10)	Ceiling/overcast
Aircraft Systems Malfunction / Complication (EX11)	
Airport Conditions (EX08)	
ATC Complications/Errors (EX01)	
Cabin Crew / Passenger Issue (EX07)	
Complications Due to Airline Operations (EX06)	
Dispatch Complications / Errors (EX02)	

Other External / Contributing Factors (EX13)	
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Ground Operations Complications / Errors (EX03)	
Load Planning Complications / Errors (EX04)	
Maintenance Complications / Errors (EX05)	
Security Issue or Concern (EX12)	
Traffic Congestion or Conditions (EX09)	

Narrative about the Event
This incident began at the completion of approach and landing. Weather reported prior to commencing approach to ILS20 as 200 and 3/4. Approach was flown coupled to decision altitude and we picked up lead in lights at that time. I continued approach and acquired visual of the runway at 100 feet. Visibility was 3/4 nm with fog. Runway condition was dry at the time. We landed uneventfully and was doing a normal deceleration. At approximately 100 kts, headlights came into view in the fog on the runway. I asked , "Is that what I think it is???" and started increasing my deceleration rate. He replied, "It's a truck!" I increased braking rate so as to get stopped safely before reaching the truck. This aggressive deceleration brought us to a stop within approximately 200 feet of the truck. Our position on the runway was still centerline and short of taxiway Echo. called tower and reported the truck on the runway. The tower reply was, "there's a truck by the runway?" replied, "No, there's a truck ON the runway." Tower controller response was of surprise. He asked if we could make a 180 degree turn. We replied that we could and returned to a previous taxiway and continued uneventfully to the FBO parking.
Narrative about Possible Preventative Measures
There wasn't much we could have done to prevent this short of landing in VMC, seen the truck, and gone around. Tower controller forgot he had cleared the sweeper truck driver onto the runway earlier when he cleared us to land. Fortunately, the truck was 6000 feet down the runway when we encountered it after having landed on a 9000 foot runway.

Safety Event Report - Summary



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Number	SERFO2112	Status	Accepted	Event Date	10/21/2016 8:30:00 AM		
Type	Safety Event Report - Flight Operations			Reported By	[REDACTED]		
Resp. Dept			Stations				
Subject		Runway Incursion					
Employee Number	[REDACTED]	Reporter Email		[REDACTED]			
Flight Number	4203	Tail Number	425NV	Aircraft Type			
Departure Airport		AVL - Asheville Regional Airport					
Scheduled Arrival Airport		BAF - Barnes Muni					
Landing Airport		BAF - Barnes Muni					
Seat assignment during flight	FO	Primary flight duties during time of event			Pilot Monitoring		
What is your familiarity with the other pilot?	First leg ever flown	Name of ATC Facility	KBAF tower	Type of ATC Facility	Tower		
ATC Control at Beginning of Event			Cleared on landing				
Approximate Location of Event	On the runway			Phase of Flight at Start of Event	12. Landing		
Nearest NAVAID	BAF	Altitude (ft)	0	MSL or AGL?	AGL		
Meteorological Conditions	IMC	Lighting Condition at Time of Event		Dawn			
Aircraft Damage or Encounter (EV25)		Vehicle					
Aircraft Malfunction Event (EV26)							
Aircraft Malfunction Other (EV32)							
Aircraft Mechanical Issues (EV27)							
Airspace Deviation (EV19)							
Airworthiness/Documentation Event (EV03)							

Altitude Deviation (EV12)	
Approach/Arrival Problems (EV21)	
Charts (EV31)	
Complications with Airport Facilities (EV24)	
Coordination/Communication Issue (EV01)	ATC
Course Deviation (EV13)	
Datalink Coordination/Communication Event (EV02)	
Departure Problems (EV11)	
Evacuation Event (EV36)	
Excursion (EV09)	
Fire, Smoke or Fumes (EV33)	
Flight Diversion/Air-Ground Return (EV20)	
Fuel Event (EV07)	
Go Around (EV22)	

Illness or Injury Event (EV34)	
Incursion (EV10)	Runway
Landing Event (EV23)	Other Landing Event
Operation in Non-compliance - FARs, Policy/Procedures (EV04)	
Power plant/Engine (EV30)	
Propeller/Rotor (EV29)	
Rejected Takeoff (EV05)	
Safety Event / Concern (EV37)	Safety Event/concern
Security Concern (EV35)	
Speed Deviation (EV14)	
Structures (EV28)	
Takeoff Deviations (EV08)	

Terrain Proximity Event (EV16)	
Traffic Proximity Event (EV17)	
Uncommanded/Unintended State or Loss of Control (EV15)	
Weather Issue/Weather Proximity Event (EV18)	
Weight and Balance (EV06)	
Other Type of Event (EV38)	Other type of event
Aircraft Handling / Configuration/Performance Control (IN06)	
Automation Management / Configuration (IN09)	
Communication - Pilot-to-ATC (IN02)	
Communication - Pilot-to-Operations (IN03)	
Communication - Pilot-to-Pilot (IN01)	
Cross Verification or Monitoring (IN10)	
Documentation Error / Issue (IN04)	
Flight Crew Coordination (IN11)	
Navigation / Position Control (IN07)	
Personal Flight Crew Issues (IN12)	
Procedural Issue / Error (IN05)	
Security Procedures / Errors (IN13)	
System, Instrument or Radio Settings or Interpretation (IN08)	
Other Internal Issues or Crew Errors (IN14)	
Adverse weather Conditions/Environmental Issue (EX10)	Visibility restrictions/Fog
Aircraft Systems Malfunction / Complication (EX11)	
Airport Conditions (EX08)	
ATC Complications/Errors (EX01)	ATC handling error (communication procedural operational)
Cabin Crew / Passenger Issue (EX07)	
Complications Due to Airline Operations (EX06)	
Dispatch Complications / Errors (EX02)	

Other External / Contributing Factors (EX13)	
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Ground Operations Complications / Errors (EX03)	
Load Planning Complications / Errors (EX04)	
Maintenance Complications / Errors (EX05)	
Security Issue or Concern (EX12)	
Traffic Congestion or Conditions (EX09)	

Narrative about the Event
Upon decent into BAF, the weather report was 3/4 visibility and 2000OVC. With a normal approach to DA, we picked up the approach light and continued to land normally. upon rollout, around 100kts, the CA and I both noticed headlights on the runway, CA said "is that what I thin [REDACTED] I confirmed and said "yes, that's a truck!". The CA then took over braking in a aggressive manner to get the plane stopped. we stopped short of taxiway E which left us about 200ft short of the truck, who was now just on the side of the runway, to our left, in the grass. I reported to the tower that there was a truck on the runway, which he replied, "just off of the runway?", I answered, "no, ON the runway". He responded with much surprise and then gave us a 180 on the runway to taxi to the ramp. taxi to the ramp was normal.
Narrative about Possible Preventative Measures
As a crew there wasn't much we could have done, unless we were in VMC and seen the truck to initiate a go around. We soon found out that the tower controller had cleared the truck onto the runway and forgot that he had done so.