

DO NOT REPORT AIRCRAFT ACCIDENTS AND CRIMINAL ACTIVITIES ON THIS FORM.  
ACCIDENTS AND CRIMINAL ACTIVITIES ARE NOT INCLUDED IN THE ASRS PROGRAM AND SHOULD NOT BE SUBMITTED TO NASA.  
ALL IDENTITIES CONTAINED IN THIS REPORT WILL BE REMOVED TO ASSURE COMPLETE REPORTER ANONYMITY.

IDENTIFICATION STRIP: Please fill in all blanks to ensure return of strip.  
NO RECORD WILL BE KEPT OF YOUR IDENTITY. This section will be returned to you.



TELEPHONE NUMBERS where we may reach you for further details of this occurrence.

HOME [REDACTED]

HOURS

OTHER

HOURS

NAME [REDACTED]

TYPE OF EVENT/SITUATION  
**ATC takeoff clearance before  
recognizing aircraft on final approach**

ADDRESS/PO BOX [REDACTED]

DATE OF OCCURRENCE (MM/DD/YYYY)  
**03/28/2023**

ADDRESS LINE 2

CITY [REDACTED]

STATE [REDACTED]

ZIP **27519**

LOCAL TIME (24 HR. CLOCK) [HH:MM]  
**09:25**

PLEASE FILL IN APPROPRIATE SPACES AND CHECK ALL ITEMS WHICH APPLY TO THIS EVENT OR SITUATION.

REPORTER		FLYING TIME (IN HOURS)	
Single Pilot		Total Time: <b>650</b> hrs	
		Last 90 Days: <b>1</b> hrs	
		Time in Type: <b>365</b> hrs	
CERTIFICATES & RATINGS		ATC EXPERIENCE	
Private		Radar yrs	
Instrument		Supervisory yrs	
		Non-Radar yrs	
		Military yrs	
AIRSPACE	CONDITIONS / WEATHER ELEMENTS	LIGHT / VISIBILITY	ATC / ADVISORY SVC.
Class C	VMC	Daylight	Tower
		Ceiling: <b>25000</b> feet	ATC Facility Name:
		Visibility: <b>10</b> miles	<b>KRDU</b>
		RVR: feet	
AIRCRAFT 1			

Your Aircraft Type **C182**(Make / Model, e.g. B737, NOT N #, Flt #, etc)

Operator FAR Part **91** Other:

Operator **Personal** Other:

Mission Personal Other:

Flight Plan None

Flight Phase Takeoff Other:

Route in Use

IF MORE THAN ONE AIRCRAFT WAS INVOLVED, PLEASE ADD AN ADDITIONAL AIRCRAFT.

#### AIRCRAFT 2

Other Aircraft Type Gulfstream (Make / Model, e.g. B737, NOT N #, Flt #, etc)

Operator FAR Part Other:

Operator Other:

Mission Other:

Flight Plan

Flight Phase Final Approach Other:

Route in Use

#### LOCATION

Altitude: 0 (single  
value) AGL

Distance: and/or Radial: (bearing) from:

Airport: KRDU

#### CONFLICTS

Estimated miss distance in feet:

Horizontal

Vertical

Was evasive action taken?

Was TCAS a factor?

Did terrain warning system activate?

#### DESCRIBE EVENT/SITUATION

Keeping in mind the topics shown below, discuss those which you feel are relevant and anything else you think is important. Include what you believe really caused the problem, and what can be done to prevent a recurrence, or correct the situation.

Incident occurred at the beginning of my personal flight from KRDU to nearby KTTA in N2044X, a Cessna 182. After receiving VFR departure information and taxi clearance, I taxied short

of Runway 23L and informed tower that I was ready for departure. Some minutes later, and after other tower communications, a Gulfstream (270PC) on final for 23L attempted to establish communication with RDU tower several times with no reply.

Subsequently, the RDU tower cleared me for takeoff on runway 23L along with a departure heading. I accepted the clearance, and asked tower "do you have the Gulfstream?" Tower replied "I'm sorry, actually, hold your position there; hold short of runway 23L" which I acknowledged. They then cleared the Gulfstream to land, and canceled my takeoff clearance.

This seems to fit a pattern based on news reports etc of improvidently granted clearances resulting in loss of separation, so I figured it was worth a report. Audio should be available between 09:20 and 09:30 local time 03/28/2023 on RDU tower 127.45. Thanks for all you do.

CHAIN OF EVENTS		HUMAN PERFORMANCE CONSIDERATIONS	
- How the problem arose	- How it was discovered	- Perceptions, judgements, decisions	- Actions or inactions
- Contributing factors	- Corrective actions	- Factors affecting the quality of human performance	

NASA ARC 277B (May 2009)

**GENERAL FORM**

OMB No. 2700-0172

v1.5.1

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NASA has established an Aviation Safety Reporting System (ASRS) to identify issues in the aviation system which need to be addressed. The program of which this system is a part is described in detail in FAA Advisory Circular 00-46F. Your assistance in informing us about such issues is essential to the success of the program. Please fill out this form as completely as possible.

The information you provide on the identity strip will be used only if NASA determines that it is necessary to contact you for further information. THIS IDENTITY STRIP WILL BE RETURNED DIRECTLY TO YOU. The return of the identity strip assures your anonymity.

Section 91.25 of the Federal Aviation Regulations (14 CFR 91.25) prohibits reports filed with NASA from being used for FAA enforcement purposes. This report will not be made available to the FAA for civil penalty or certificate actions for violations of the Federal Air Regulations. Your identity strip, stamped by NASA, is proof that you have submitted a report to the Aviation Safety Reporting System. We can only return the strip to you if you have provided a mailing address. Equally important, we can often obtain additional useful information if our safety analysts can talk with you directly by telephone. For this reason, we have requested telephone numbers where we may reach you.

**NOTE:** Aircraft accidents should not be reported on this form. Such events should be filed with the National Transportation Safety Board as required by NTSB Regulation 830.5 (49CFR830.5).

**Paperwork Reduction Act Statement** - This information collection meets the requirements of 44 U.S.C. § 3507, as amended by section 2 of the Paperwork Reduction Act of 1995. You do not need to answer these questions unless we display a valid Office of Management and Budget control number. The OMB control number for this information collection is 2700-0172. We estimate that it will take about 30 minutes to read the instructions, gather the facts, and answer the questions. You may send comments on our time estimate above to: P.O. Box 189 Moffett Field, CA 94035-0189.

Thank you for your contribution to aviation safety.