



Aviation Investigation Final Report

Location:	North Las Vegas, Nevada	Incident Number:	OPS24LA011
Date & Time:	December 9, 2023, 11:06 Local	Registration:	N857PA (A1); N744AF (A2)
Aircraft:	DIAMOND AIRCRAFT IND INC DA20-C1 (A1); ROBINSON HELICOPTER R44 (A2)	Aircraft Damage:	None (A1); None (A2)
Defining Event:	Near midair/TCAS alert/loss of separation	Injuries:	2 None (A1); 1 None (A2)
Flight Conducted Under:	Unknown (A1); Unknown (A2)		

Analysis

A Robinson R-44 helicopter N744AF, VW02 (View 02), and a Diamond DA20-C1 Eclipse, N857PA were involved in a near midair collision (NMAC) approximately 1.7 miles west of the North Las Vegas Airport (VGT).

At the time of the incident the VGT airport traffic control tower (ATCT) was staffed by two controllers with three personnel available. The local control 1 (LC1), local control 2 (LC2), local assist (LA1), and controller in charge (CIC) positions were all combined to the LC1 position. The ground control (GC), flight data (FD), and clearance delivery (CD) positions were combined at the GC position. According to ATC audio recordings and post event interviews, the LC1 controller had instructed N857PA to enter left traffic for runway 30L. About 25 seconds later, VW02 requested a west departure from the transient ramp and the LC1 controller advised departure would be at their own risk. About three minutes later, VW02 and N857PA experienced a NMAC after VW02 had departed to the west and N857PA was on a southeast heading, approaching the mid-field left downwind position for runway 30L. The LC1 controller's expectation that VW02 would have departed sooner led to an inadequate scan and loss of situational awareness. Additionally, the LC1 controller did not provide adequate or timely traffic advisory or safety alert information to either aircraft as required in FAA Order JO 7110.65AA, Air Traffic Control.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

The local controller's loss of situational awareness, inadequate provision of traffic advisory or safety alert information, and lack of positive control, that resulted in a near-midair collision.

Findings

Personnel issues (A1)	Performance calculations - ATC personnel
Personnel issues (A1)	Monitoring other aircraft - ATC personnel
Personnel issues (A1)	Monitoring environment - ATC personnel
Personnel issues (A1)	Decision making/judgment - ATC personnel
Personnel issues (A1)	Lack of action - ATC personnel
Personnel issues (A2)	(general) - ATC personnel
Personnel issues (A2)	Monitoring environment - ATC personnel
Personnel issues (A2)	Monitoring other aircraft - ATC personnel
Personnel issues (A2)	Expectation/assumption - ATC personnel
Personnel issues (A2)	Lack of action - ATC personnel

Factual Information

History of Flight

Approach-VFR pattern downwind (A1)	Near midair/TCAS alert/loss of separation (Defining event)
Approach-VFR pattern downwind (A1)	Air traffic event
Initial climb (A2)	Near midair/TCAS alert/loss of separation
Initial climb (A2)	Air traffic event

Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	DIAMOND AIRCRAFT IND INC	Registration:	N857PA
Model/Series:	DA20-C1	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	C0218
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	IO-240 SER
Registered Owner:	DIAMOND AIRCRAFT SALES OF KENTUCKY LLC	Rated Power:	128 Horsepower
Operator:	DIAMOND AIRCRAFT SALES OF KENTUCKY LLC	Operating Certificate(s) Held:	None

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N744AF
Model/Series:	R44	Aircraft Category:	Helicopter
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	1955
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540-F1B5
Registered Owner:	SKYLINE HELICOPTER TOURS LLC	Rated Power:	260 Horsepower
Operator:	SKYLINE HELICOPTER TOURS LLC	Operating Certificate(s) Held:	Commercial air tour (136)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KVGT, 2190 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	81°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.48 inches Hg	Temperature/Dew Point:	11°C / -13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Las Vegas, NV (A1); North Las Vegas, NV (A2)	Type of Flight Plan Filed:	VFR (A1); VFR (A2)
Destination:	North Las Vegas, NV (A1); North Las Vegas, NV (A2)	Type of Clearance:	VFR (A1); VFR (A2)
Departure Time:		Type of Airspace:	Class D (A1); Class D (A2)

Airport Information

Airport:	North Las Vegas VGT	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information (A1)

Crew Injuries:	2 None	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.211268, -115.19968(est)

Wreckage and Impact Information (A2)

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.211268,-115.19968(est)

Administrative Information

Investigator In Charge (IIC):	Ogden, Casey
Additional Participating Persons:	Dan Carrico; NATCA; Chicago, IL Darin Stephens; FAA
Original Publish Date:	December 5, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this incident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193529

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).