



AVIATION



HIGHWAY



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Aviation Investigation Final Report

Location:	Long Beach, California	Incident Number:	OPS24LA004
Date & Time:	October 27, 2023, 01:01 UTC	Registration:	N216HA (A1); N24CV (A2)
Aircraft:	Airbus A321-271N (A1); Cessna 172N (A2)	Aircraft Damage:	None (A1); None (A2)
Defining Event:	Air traffic event	Injuries:	N/A (A2)
Flight Conducted Under:	Part 121: Air carrier - Scheduled (A1); Part 91: General aviation - Unknown (A2)		

Analysis

Hawaiian Airlines flight 70 (HAL70), N2165HA, an Airbus A321, and a Textron Aviation, Inc. C172N, N24CV, were involved in a near mid air collision (NMAC) over the point where runway 30 and the final approach path for runway 26L intersect at Long Beach (Daugherty Field) Airport (LGB).

At the time of the incident, the local control 1 (LC1), local assist, and ground control positions were combined to the LC1 position in the LGB air traffic control tower and staffed by a single certified professional controller. According to ATC transcripts and a post- event interview, the LC1 controller turned N24CV on a base leg to runway 26L and cleared N24CV to land on 26L when the aircraft was approximately one mile from the runway. About this same time, the LC1 controller also cleared HAL70 to land on runway 30, when the flight was on a four-mile final. The LC1 controller did not realize that N24CV continued another half mile before starting their base turn, an event which led to both aircraft arriving at the airport at nearly the same time. In the three minutes leading to the incident, the LC1 controller received multiple calls on the ground control frequency from aircraft requesting push-back. He also initiated a call to the Traffic Management Unit (TMU) to request a release for another aircraft. These events distracted the LC1 controller from the local control operation at the time of the incident. This duty prioritization was not consistent with guidance contained in *FAA Order JO 7110.65AA, Air Traffic Control, 2-1-1, ATC Service and 2-10-3, Tower Team Position Responsibilities*.

The controller in charge (CIC) stated in the post event interview that he heard the LC1 controller calling TMU for the release and said he should have made the call instead, and this was a failure on his part. This would have allowed the LC1 controller to concentrate on traffic.

The CIC also stated he was not actively monitoring the LC1 controller frequencies and stated he should have been a second set of eyes for the LC1 controller. This was not consistent with guidance contained in the *LGB7110.3G SOP, Chapter 3-1-1, Clearance Delivery, Chapter 7-1-1, Front Line Manger/Controller in Charge and 7-2-1, subsection f.*

Probable Cause and Findings

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

The local controller’s poor judgment in prioritization of their ground traffic ahead of their airborne traffic, that became a distraction and led to a loss of situational awareness resulting in a near midair collision. Contributing to the incident was the controller in charge’s ineffective oversight.

Findings	
Personnel issues (A1)	Task overload - ATC personnel
Personnel issues (A1)	Lack of action - ATC personnel
Personnel issues (A2)	Flight planning/navigation - ATC personnel
Personnel issues (A2)	Forgotten action/omission - ATC personnel

Factual Information

History of Flight

Approach (A1)	Air traffic event (Defining event)
Approach-VFR pattern final (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:	Airbus	Registration:	N216HA
Model/Series:	A321-271N 271N	Aircraft Category:	Airplane
Year of Manufacture:	2018	Amateur Built:	
Airworthiness Certificate:	Commuter	Serial Number:	8471
Landing Gear Type:	Retractable - Tricycle	Seats:	222
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	IAE
ELT:	Installed	Engine Model/Series:	PW1133G-JM
Registered Owner:	HAWAIIAN AIRLINES INC	Rated Power:	33110 Lbs thrust
Operator:	HAWAIIAN AIRLINES INC	Operating Certificate(s) Held:	Flag carrier (121)

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Cessna	Registration:	N24CV
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	17270186
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1
Airframe Total Time:		Engine Manufacturer:	
ELT:	Installed	Engine Model/Series:	
Registered Owner:	PACIFIC AIR FLIGHT SCHOOL LLC	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KLGB,33 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	189°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:		Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	19°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honolulu, HI (HNL) (A1); Santa Barbara, CA (SBA) (A2)	Type of Flight Plan Filed:	IFR (A1); VFR (A2)
Destination:	Long Beach, CA (A1); Long Beach, CA (A2)	Type of Clearance:	IFR (A1); VFR (A2)
Departure Time:	02:57 UTC (A2)	Type of Airspace:	Class D (A1); Class D (A2)

Airport Information

Airport:	LONG BEACH (DAUGHERTY FLD) LGB	Runway Surface Type:	Asphalt
Airport Elevation:	60 ft msl	Runway Surface Condition:	Dry
Runway Used:	12/30	IFR Approach:	RNAV
Runway Length/Width:	10000 ft / 200 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information (A1)

Crew Injuries:	N/A	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	33.813884,-118.14666

Wreckage and Impact Information (A2)

Crew Injuries:	N/A	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	33.813884,-118.14666

Administrative Information

Investigator In Charge (IIC):	Brown, Michael
Additional Participating Persons:	Adam Behrent; FAA; Denver, CO Dan Carrico; NATCA; Chicago, IL
Original Publish Date:	October 28, 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=193314

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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](#).