

A

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.

(SPACE BELOW RESERVED FOR ASRS DATE/TIME STAMP)

IDENTIFICATION STRIP: Please fill in all blanks to ensure return of ID strip to you. 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 Area _____ No. _____ Hours _____

WORK Area _____ No. _____ Hours _____

TYPE OF EVENT/SITUATION _____

NAME _____

ADDRESS/PO BOX _____

DATE OF OCCURRENCE _____

(MM/DD/YYYY)

CITY _____ STATE _____ ZIP _____

LOCAL TIME (24 hr. clock) _____

(HH:MM)

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

REPORTER

In what type of facility do you work? [] Tower [] TRACON [] Center [] FSS Facility ID _____

Describe your ATC qualifications. [] Fully Certified [] Developmental Time certified on position/sector: _____ yrs _____ mos

What is your ATC experience in years? radar _____ non-radar _____ military _____ supervisor _____

What was your control position or activity during the occurrence? (Check all that apply) [] approach [] enroute [] flight service [] trainee [] supervisor/CIC [] coordinator [] flight data/ [] ground [] local [] traffic management [] departure [] clrcn delivery [] handoff/assist [] oceanic [] other _____

Was instruction a factor? [] no [] yes [] I was instructing [] I was receiving training

Do you have pilot experience? [] no [] yes _____ hours [] instrument rated

AIRSPACE

CONDITIONS/WEATHER ELEMENTS

LIGHT/VISIBILITY

[] Class A [] Class E [] VMC [] fog [] snow [] dawn [] night [] Class B [] Class G [] IMC [] hail [] thunderstorm [] daylight [] dusk [] Class C [] Special Use [] Mixed [] haze/smoke [] turbulence [] Ceiling _____ feet [] Class D [] TFR [] Marginal [] icing [] windshear [] Visibility _____ miles [] rain [] other: _____ [] RVR _____ feet

AIRCRAFT 1

AIRCRAFT 2

Your Aircraft Type (Make/Model) (e.g. B737, Not "N#", Flt#", etc.): _____ Operating FAR Part: _____ Other Aircraft: _____ Operating FAR Part: _____

Operator [] air carrier [] fractional [] military [] air carrier [] fractional [] military [] air taxi [] FBO [] personal [] air taxi [] FBO [] personal [] corporate [] government [] other: _____ [] corporate [] government [] other: _____

Mission [] passenger [] cargo/freight [] ferry [] passenger [] cargo/freight [] ferry [] personal [] training [] other: _____ [] personal [] training [] other: _____

Flight Plan [] VFR [] SVFR [] none [] VFR [] SVFR [] none [] IFR [] DVFR [] IFR [] DVFR

Flight Phase [] taxi [] climb [] final approach [] taxi [] climb [] final approach [] parked [] cruise [] missed/GAR [] parked [] cruise [] missed/GAR [] takeoff [] descent [] landing [] takeoff [] descent [] landing [] initial climb [] initial approach [] other: _____ [] initial climb [] initial approach [] other: _____

Route in Use [] airway (ID): _____ [] STAR (ID): _____ [] visual approach [] airway (ID): _____ [] STAR (ID): _____ [] visual approach [] direct [] oceanic [] none [] direct [] oceanic [] none [] SID (ID): _____ [] vectors [] other: _____ [] SID (ID): _____ [] vectors [] other: _____

If more than two aircraft were involved, please describe the additional aircraft in the "Describe Event/Situation" section.

LOCATION

CONFLICTS

Altitude: _____ (single value) [] MSL [] AGL Estimated miss distance in feet: horiz _____ vert _____ Distance: _____ and/or Radial (bearing): _____ from: Was evasive action taken? [] Yes [] No [] Airport _____ [] ATC Fac _____ Was TCAS a factor? [] TA [] RA [] No [] Intersection _____ [] NAVAID _____ Did terrain warning system activate? [] Yes [] No

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

AVIATION SAFETY REPORTING SYSTEM

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 00-46E. 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, enclose in an sealed envelope, affix proper postage, and send it directly to us.

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, however, 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.

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.

Thank you for your contribution to aviation safety.

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 and it expires on 7/31/2022. 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. Send only comments relating to our time estimate to this address.

If you want to mail this form, please fold pages, enclose in a sealed, stamped envelope, and mail to:



NASA AVIATION SAFETY REPORTING SYSTEM
POST OFFICE BOX 189
MOFFETT FIELD, CA 94035-0189

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. (USE ADDITIONAL PAPER IF NEEDED)

CHAIN OF EVENTS

- How the problem arose
- How it was discovered
- Contributing factors
- Corrective actions

HUMAN PERFORMANCE CONSIDERATIONS

- Perceptions, judgments, decisions
- Actions or inactions
- Factors affecting the quality of human performance

DESCRIBE EVENT/SITUATION (continued)

CHAIN OF EVENTS

- How the problem arose
- How it was discovered
- Contributing factors
- Corrective actions

HUMAN PERFORMANCE CONSIDERATIONS

- Perceptions, judgments, decisions
- Actions or inactions
- Factors affecting the quality of human performance