### 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 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 Area \_\_\_\_\_ No. \_\_\_\_ \_ No. \_\_\_\_ WORK Hours NAME TYPE OF EVENT/SITUATION \_\_\_\_\_ ADDRESS/PO BOX \_\_\_\_\_ DATE OF OCCURRENCE CITY \_\_\_\_\_ STATE \_\_\_ ZIP \_\_\_\_ LOCAL TIME (24 hr. clock) 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? o Tower Approach O Center o FSS Facility ID \_ Describe your ATC qualifications. o FPL Developmental Time certified on position/sector: \_\_ \_\_\_\_ yrs/mos What is your ATC experience in years? radar limited radar non-radar \_ military \_\_\_ supervisor What was your control position or activity ○ radar ○ local o arrival o clrnc delivery o pre-flight o supervisor o departure o in-flight during the occurrence? (Check all that o ground hand-off coordinator o monitor apply for combined position) o radar assoc ○ assistant o data o flight watch o manual other Was instruction a factor? I was instructing I was receiving training o yes  $\circ$  no Do you have pilot experience?  $\circ$  no o instrument rated o yes, \_\_\_\_ \_\_ hours AIRSPACE WEATHER LIGHT/VISIBILITY OClass A (PCA) Special Use Airspace ○ VMC o ice daylight o night OClass B (TCA) o airway/route \_ o dusk o IMC o snow ○ dawn O Class C (ARSA) o turbulence unknown/other \_\_\_ o mixed ceiling feet Class D (Control Zone/ATA) marginal o thunderstorm visibility\_\_\_\_ miles O Class E (General Controlled) RVR \_\_\_ o rain o windshear feet Class G (Uncontrolled) o foa AIRCRAFT 2 AIRCRAFT 1 Type of Aircraft (Make/Model) (Make/Model) o military Operator o air carrier military o corporate o air carrier corporate o commuter o private o commuter o private other other Mission o passenger o training business o passenger o training business o pleasure o pleasure o cargo unk/other\_ o cargo unk/other\_ Flight plan o VFR o SVFR o none o VFR o SVFR o none o IFR o DVFR ○ unknown o IFR o DVFR o unknown Flight phases at ○ taxi o cruise landing ○ taxi o cruise landing time of occurrence o takeoff o descent o missed apch/GAR o takeoff o descent o missed apch/GAR o climb o approach other o climb other o approach Control status o visual apch on vector on SID/STAR o visual apch on vector on SID/STAR o controlled o none o unknown o controlled o none o unknown o no radio o radar advisories o no radio o radar advisories If more than two aircraft were involved, please describe the additional aircraft in the "Describe Event/Situation" section. LOCATION CONFLICTS ○ MSL ○ AGL Estimated miss distance in feet: horiz vert Distance and radial from airport, NAVAID, or other fix \_\_\_ Was evasive action taken? Yes  $\circ$  No Was TCAS a factor? o Yes  $\circ$  No Nearest City/State Did Conflict Alert Activate? o Yes  $\circ$  No

### NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

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 00-46D and FAA Handbook 7210.3. 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 and send it directly to us.

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.

### AVIATION SAFETY REPORTING SYSTEM

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.

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).

Please fold both pages (and additional pages if required), enclose in a sealed, stamped envelope, and mail to:



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

## **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. ( USE ADDITIONAL PAPER IF NEEDED)

# CHAIN OF EVENTS

		DESCRIBE EVE	ENT/SITUAT	ION, continued
				,
	CHAIN OF E	VENTS	Extra page	HUMAN PERFORMANCE CONSIDERATIONS
	- How the problem arose	- How it was discovered	1	- Perceptions, judgments, decisions - Actions or inactions
	- Contributing factors	- Corrective actions		- Factors affecting the quality of human performance