



# Ground Operations and ASRS

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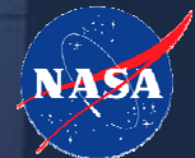
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Linda Connell

Program Director, NASA ASRS

September 2013

**AVIATION SAFETY  
REPORTING SYSTEM**



# Topics of Discussion

- ASRS Program Overview
  - Purpose
  - Report Processing
  - Products
- ASRS Database Online Demonstration



# ASRS Program Overview



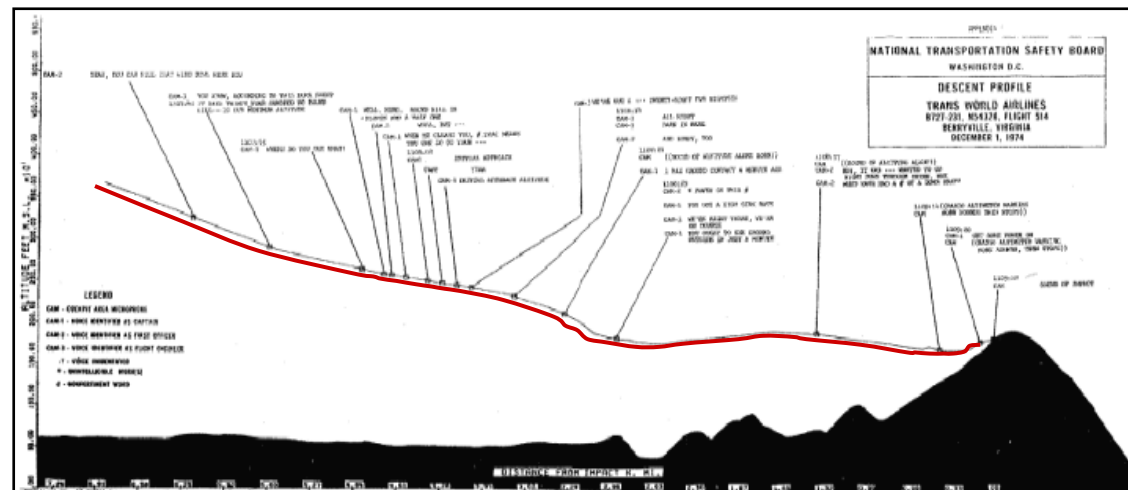
# ASRS Purposes

- **Identify** deficiencies and discrepancies in the National Airspace System
  - Objective: Improve the current aviation system
- **Provide data** for planning and improvements to the future National Airspace System
  - Objective: Enhance the basis for human factors research & recommendations for future aviation procedures, operations, facilities, and equipment



# ASRS History

- After a fatal TWA crash in 1974, the investigation revealed that six weeks prior, a United Airlines crew had experienced an identical ATC misunderstanding and narrowly missed the same mountain
- Although the information was shared with FAA at the time, there was no method of sharing the United pilot's experience with TWA and other airline operators
- This solidified the idea of a need for a national aviation reporting program that would enable collection and dissemination of safety information
- In April 1976, NASA and FAA implemented the Aviation Safety Reporting System (ASRS)



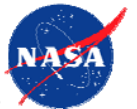
NTSB Identification: DCA75AZ005

September 2013



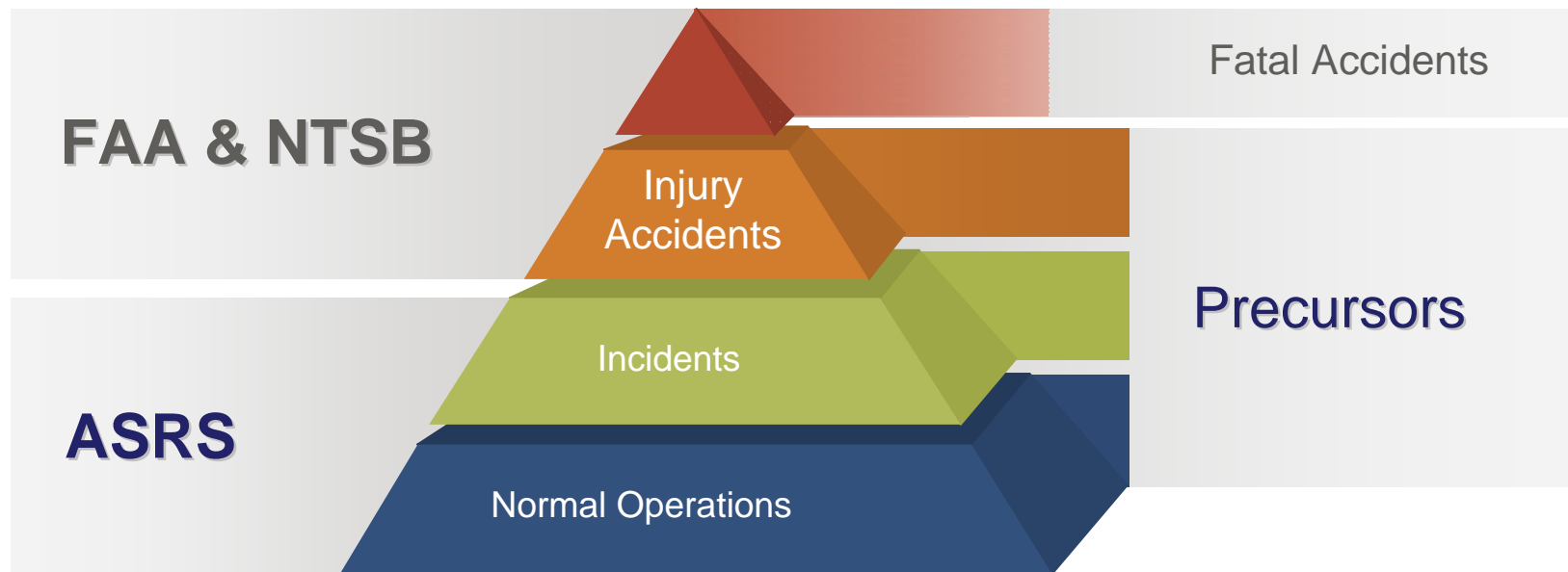
# ASRS Gov't/Industry Stakeholders

- FAA provides reimbursable funding to NASA for ASRS Support & Management
- NASA provides funding for Director to provide overall management
- The Aviation Community provides support through advocacy for reporting, feedback, and communications



# System-Wide Event Occurrences

- **ASRS is complementary to other systems of reporting and focuses on precursors to the most severe events**



# ASRS in the International Aviation Community







# Report Processing



# Report Intake Overview

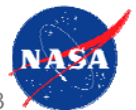
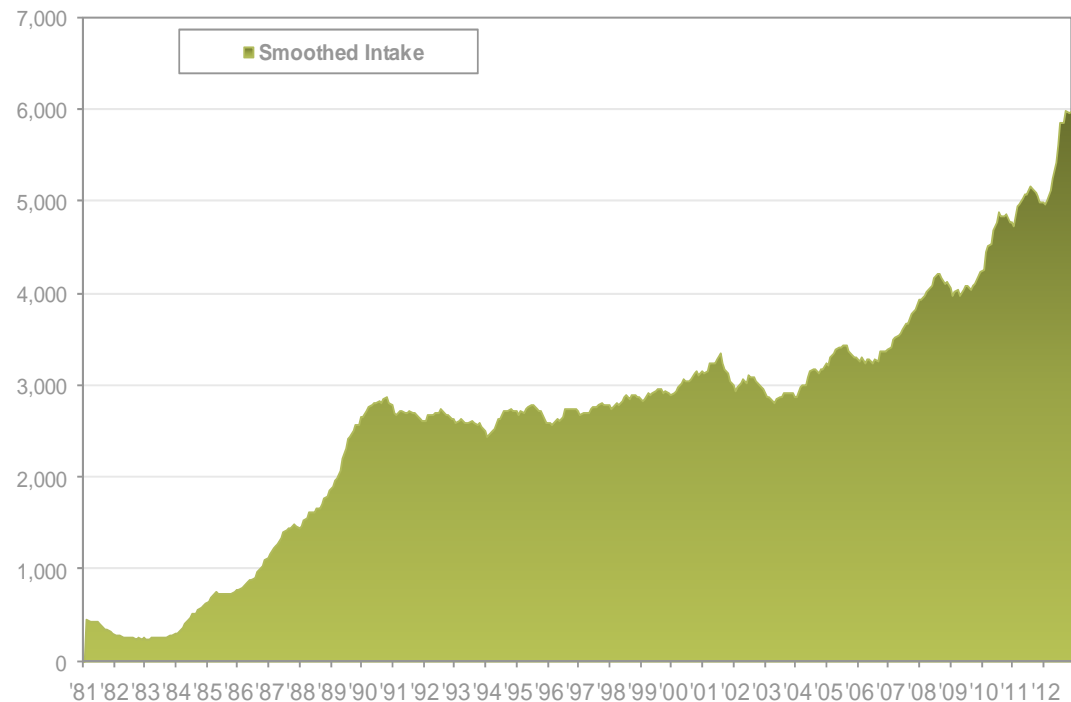
- ASRS receives reports from pilots, air traffic controllers, cabin crew, dispatchers, maintenance technicians, ground personnel and others involved in aviation operations
- ASRS's report intake has been robust from the first days of the program, in which it averaged approximately 400 reports per month
- In recent years, report intake has grown at an enormous rate with intake now averaging 7,000 reports per month



# ASRS Report Volume Profile

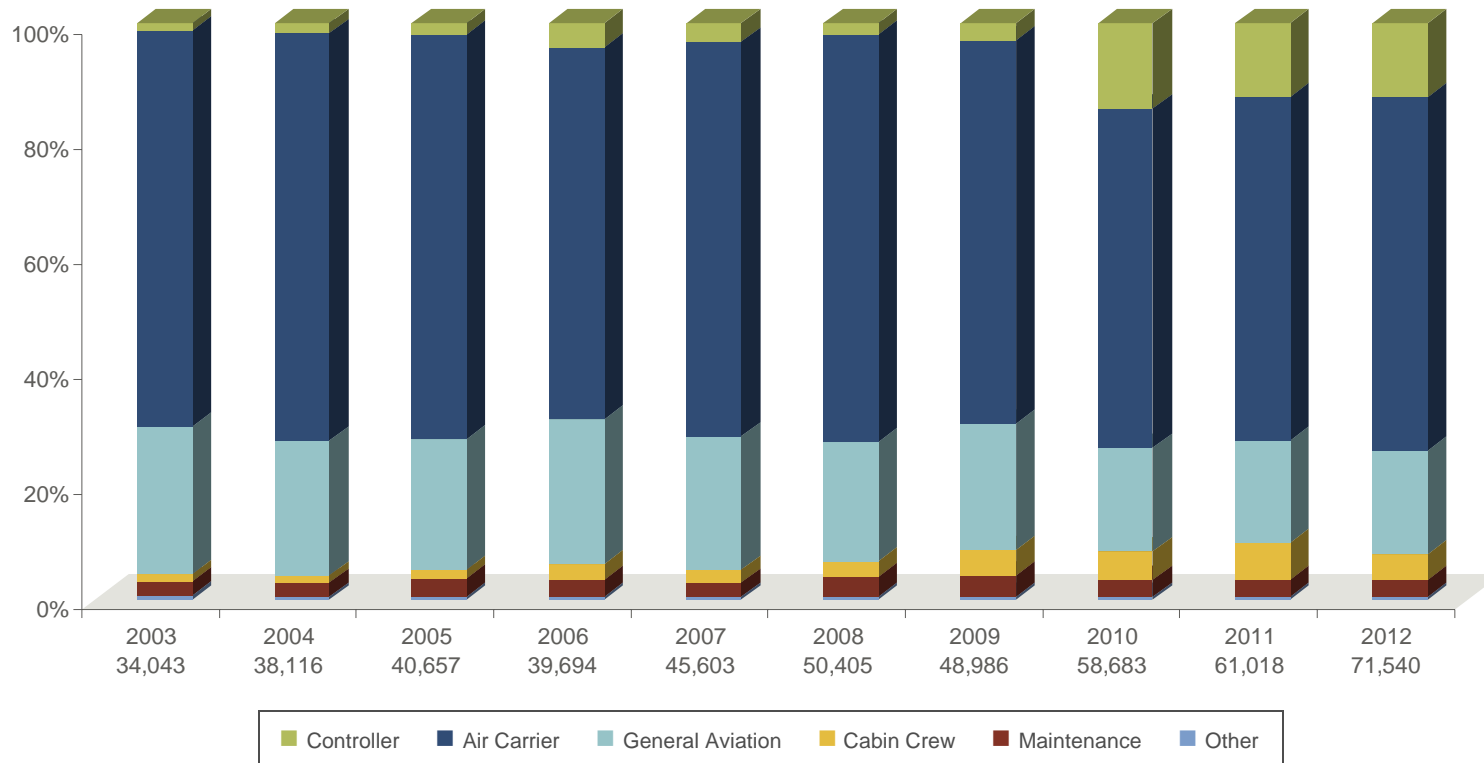
- 37 years of confidential safety reporting
- Over 1,000,000 reports received
- Over 5,550 alert messages issued
- Over 6,000 reports per month, or 300 per working day
- Total report intake for 2012 was 71,540
- Current rate estimate for 2013 is over 75,000

Monthly Intake  
January 1981 – December 2012

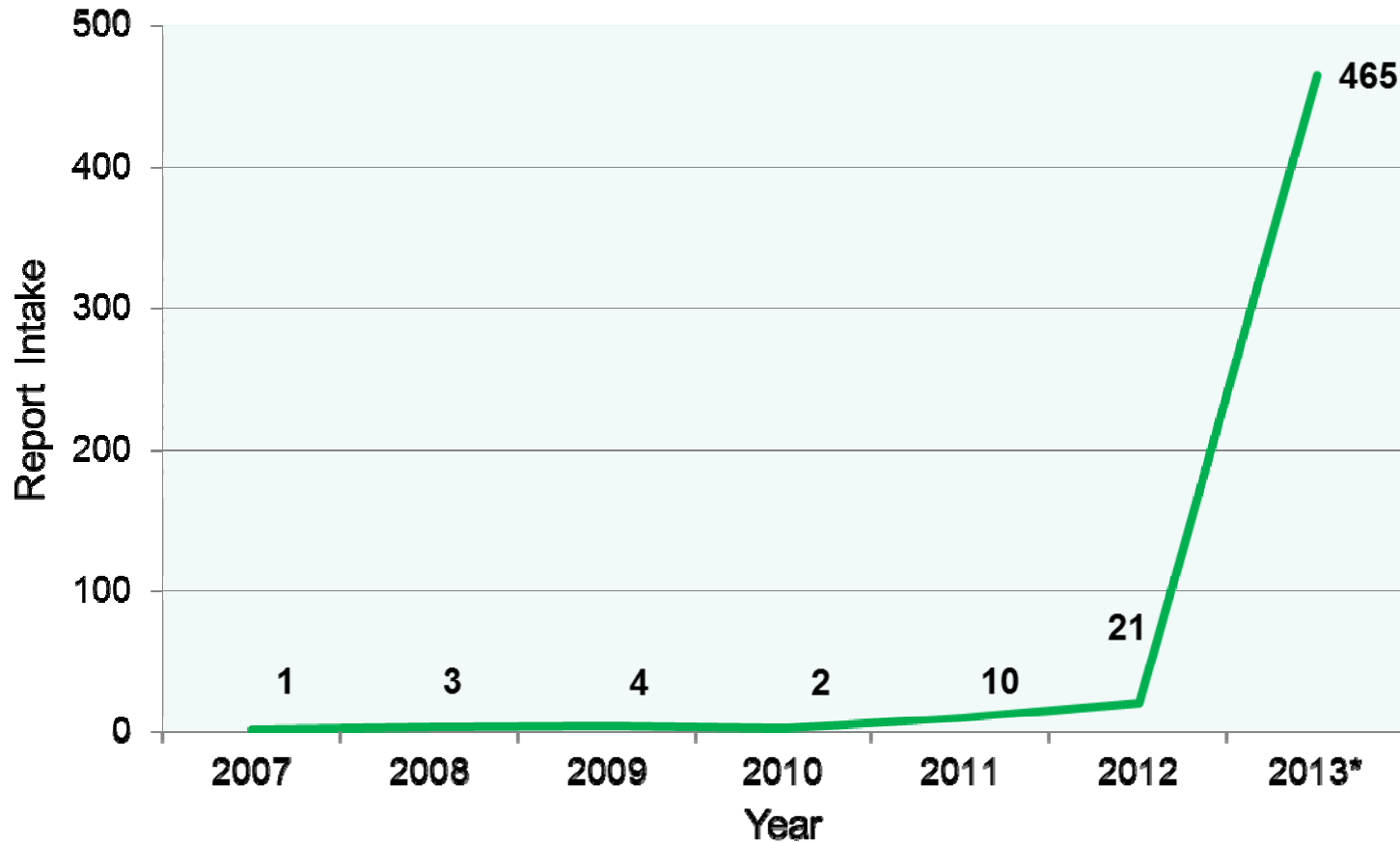


# Incident Reporter Distribution

January 2003 – December 2012



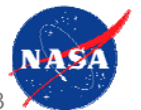
# Ground Operations Safety Reporting



\*Intake through August 19, 2013

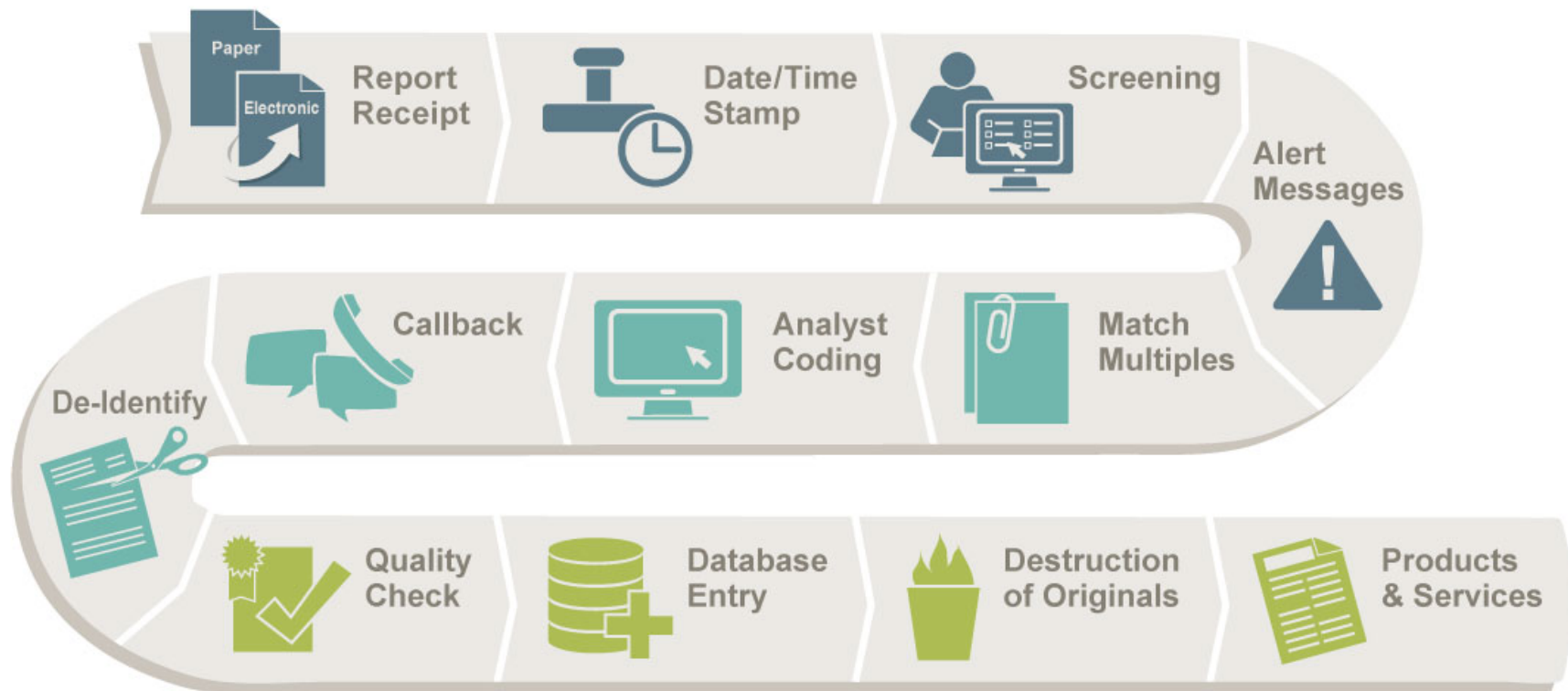


Aviation Safety Reporting System

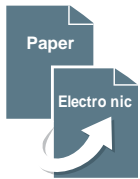


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# Report Processing Flow

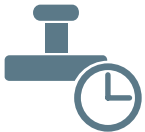


# Report Processing Flow



ASRS paper reports are picked-up daily from the Moffett Field Post Office or are received electronically via website Electronic Report Submission (ERS) or ASAP data transmissions

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Every report is date and time stamped based on the date of receipt

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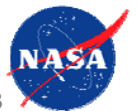


Two ASRS Analysts “screen” each report within three working days to provide initial categorization and to determining the triage of processing

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ASRS Analysts may identify hazardous situations from reports and issue an Alert Message. De-identified information is provided to organizations in positions of authority for further evaluation and potential corrective actions



# Report Processing Flow



ASRS retains high-level categorization of 100% of reports received. Based on initial categorization, multiple reports on the same event are brought together to form one database “record”

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ASRS Analysts identify reports that require further analysis and entry into the public ASRS database. During the detailed Report Analysis process, reports are codified using the ASRS taxonomy.

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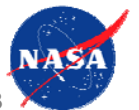


An ASRS Analyst may choose to call a reporter on the telephone to clarify any information the reporter provided. This information is added to the analysis and final record.

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To ensure confidentiality all identifying data is removed. After analysis, the Identification Strip, the top portion of the report, is returned to the reporter. This ID strip acts as the reporter’s proof of submittal. All physical and electronic ID strip data with the reporter’s name, address, date and time stamp is removed.





# Report Processing Flow



All reports that receive further analysis go through a Final Check to assure coding accuracy. Quality Assurance checks are also performed for coding quality.

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Final coded reports enter the ASRS Database. These de-identified records are then available in the ASRS Database Online, which is available through the ASRS website.

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Original reports, both physical and electronic data, are destroyed to completely ensure confidentiality

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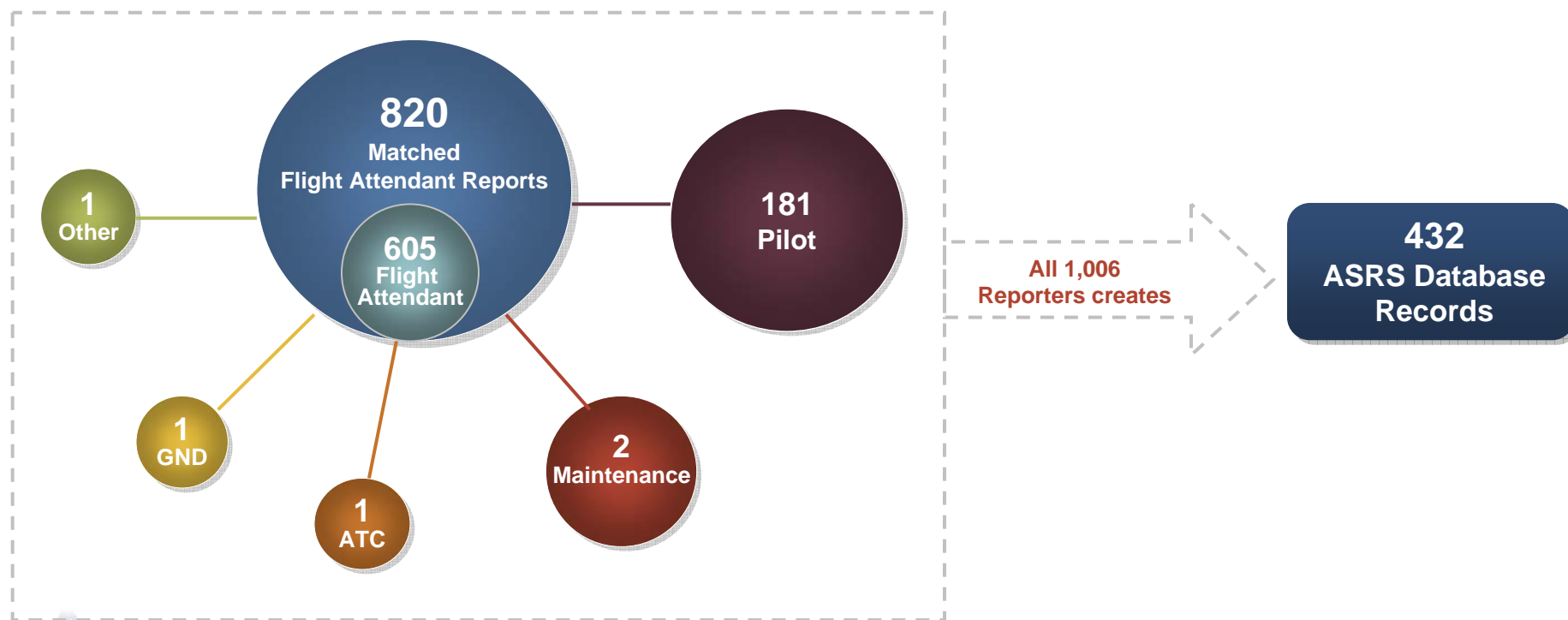


ASRS uses the information it receives to promote aviation safety through a number of products and services, such as Alert Messages, Search Requests, a monthly newsletter, focused studies and more



# Example of Multiple Report Matching

- A sample of 3,533 Flight Attendant reports were analyzed
- Of those reports, 820 are matched to at least one other report
- These 820 reports correspond to a total of 432 unique incidents



# ASRS Products

- These products and services fulfill the program's mission to disseminate safety data



## Alert Messages

Safety information issued to organizations in positions of authority for evaluation and possible corrective actions.



## CALLBACK

Monthly newsletter with a lessons learned format, available via website and email.



## Quick Responses

Rapid data analysis by ASRS staff on safety issues with immediate operational importance generally limited to government agencies.



## ASRS Directline

Safety topic summaries based on ASRS reports published to meet the needs of operators and flight crews.



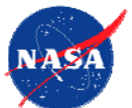
## ASRS Database

The public ASRS Database Online and data available in Database Report Sets or Search Requests fulfilled by ASRS staff.



## Focused Studies/Research

Studies/Research conducted on safety topics of interest in cooperation with aviation organizations.

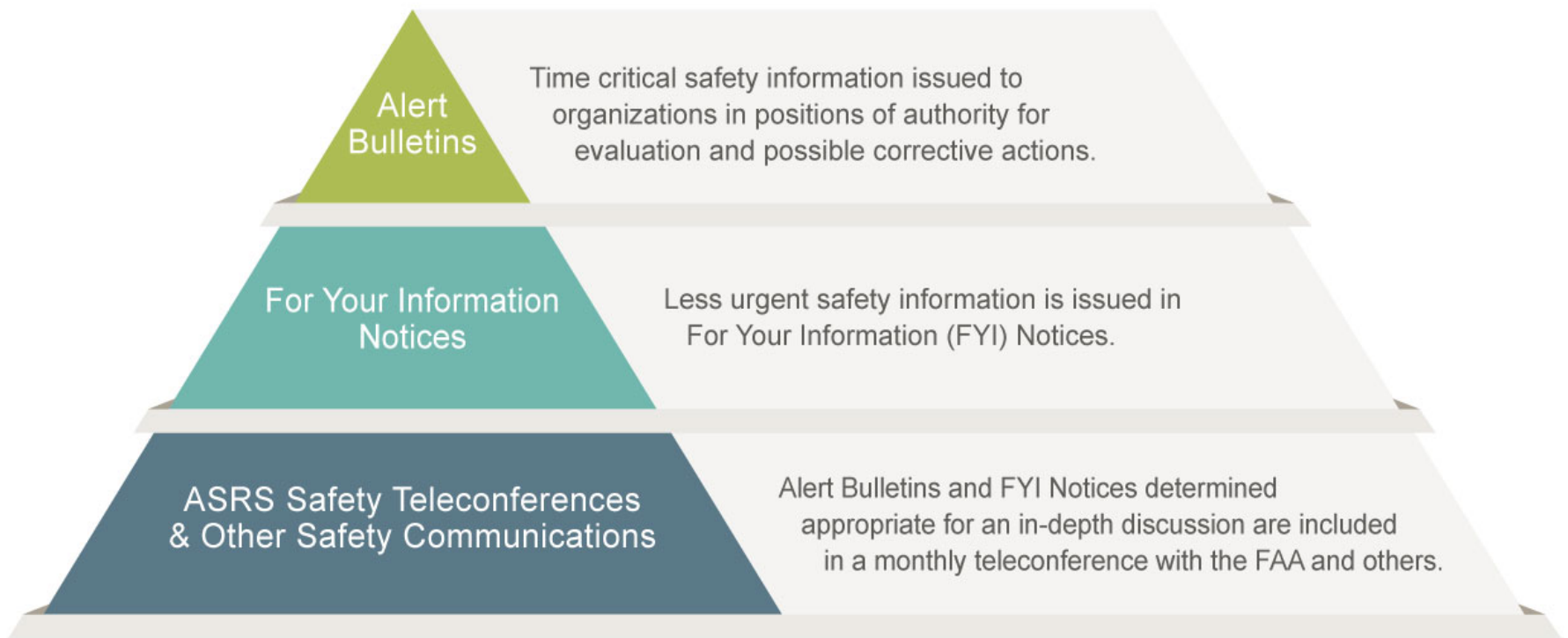




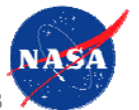
# Alert Messages



# ASRS Alert Message Priorities



ASRS has no direct authority to directly correct safety issues.  
It acts through and with the cooperation of others.



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# Alerting Subjects

January 2003 – December 2012

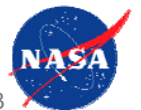
Subject	Total
Aircraft Systems	810
Airports Facility Status and Maintenance	450
Other	285
ATC Procedures	209
ATC Operations	164
Airport Lighting and Approach Aids	161
ATC Equipment	125
Hazards to Flight	86
Aircraft Power Plants	83
Navigation	44
Aircraft Avionics	37



# Alerting Responses

January 2003 – December 2012

Response	Percentage	
Action taken as a result of the AB/FYI	25%	} <b>Total 59%</b>
Action initiated before AB/FYI received	13%	
Action initiated in response to AB/FYI but not completed	10%	
Addressee agrees with AB/FYI but sees no problem	6%	
Issue raised by AB/FYI under investigation	5%	
<hr/>		
Addressee disputes factual accuracy of AB/FYI	21%	
Information in AB/FYI insufficient for action	12%	
For information only, no response expected	3%	
Action not within addressee's jurisdiction	3%	
Addressee in factual agreement but is unable to resolve	2%	



# Examples of Safety Alerting Success

- **SFO Taxiway Signage (FYI 2012-102)**

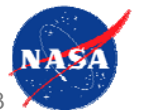
*SFO Airfield Operations office reviewed the pilot's comments and stated they are "...working with Jeppesen to enlarge the inset diagram on page 10-9 depicting Hot Spot #1, which currently shows Taxiways E, J, and F, but excludes Taxiway F1. The more encompassing diagram should assist pilots in quickly identifying the position of each taxiway and thus more effectively follow Tower instructions."*

- **DTW Taxiway "F" Marking Confusion (FYI 2012-97)**

*The DTW Director of Airfield Operations investigated the safety concern stating "As a result of our investigation, a request was made to the commercial chart provider on July 31, 2012 to revise the chart and add a notation for 'Taxiway Fox located south of E-2' to the map."*

- **HS-125 Violent Wing Oscillations (AB 2012:17)**

*The Kansas City Aircraft Evaluation Group responded stating "The result of investigating the source of these ASRS reports found 40 some similar incidences have been reported in various forms. The information has facilitated attention to the matter resulting in effort toward continued operational safety."*







# Quick Responses



# Recent Quick Response Applications

- An Analysis of Part 121 Similar Call Sign Related Incidents (QR339)
- An Analysis of Part 121 Flight Crew Fatigue Related Incidents (QR338)
- An Analysis of Dual Turboprop Engine Aircraft Icing Encounter Incidents (QR337)
- An Analysis of Part 121, 135 and 91 Turbojet Rejected Takeoff Related Incidents (QR336)





# ASRS Database



# ASRS Database

- Information in the ASRS Database is available publicly. ASRS will provide **Search Requests** to government agencies, members of Congress, aviation safety organizations, and others. ASRS searches its database, download relevant reports, and sends to requestor.
- Direct access to search de-identified reports in the ASRS database is now available through **ASRS Database Online**  
<http://asrs.arc.nasa.gov/search/database.html>
- For your convenience, selected relevant reports on several safety topics are available on the website called **ASRS Database Report Sets** <http://asrs.arc.nasa.gov/search/reportsets.html>
- The ASRS Database is also available and updated monthly through the FAA Aviation Safety Information Analysis and Sharing (ASIAS) website <http://www.asias.faa.gov/>



# ASRS Database Metrics

- Since the inception of ASRS, over 7,335 **Search Requests** (SRs) have been directly provided by ASRS Research Staff to various aviation organizations and agencies, as well as individuals through December 2012
- The activity on the ASRS website for **ASRS Database Online** is over 1,638 completed queries a month
- From the ASRS website, **ASRS Database Report Sets** are downloaded on average over 3,140 times a month, Report Sets were first posted in January 2000



# Search Requests Samples

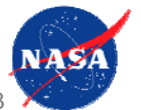
- **Ramp Control Related Incidents (SR 7057)**
  - Completed in support of the Air Traffic Procedures Committee
- **Ramp Operation Incidents Involving Physical Injury, Aircraft Damage or Equipment Damage (SR 7077)**
  - Completed for The Boeing Company
- **Tow/Tug Related Incidents (SR 6957)**
  - Completed for the FAA



# CALLBACK

*CALLBACK*, the award winning ASRS monthly safety newsletter, has been published since 1979 in a popular “lessons learned” format. *CALLBACK* presents ASRS report excerpts that are significant, educational, and timely. Occasionally features on ASRS program developments and research are also presented. Over 403 issues have been published and distributed throughout the U.S. and to the international aviation community. All issues since December 1994 are available for download at the ASRS website at:

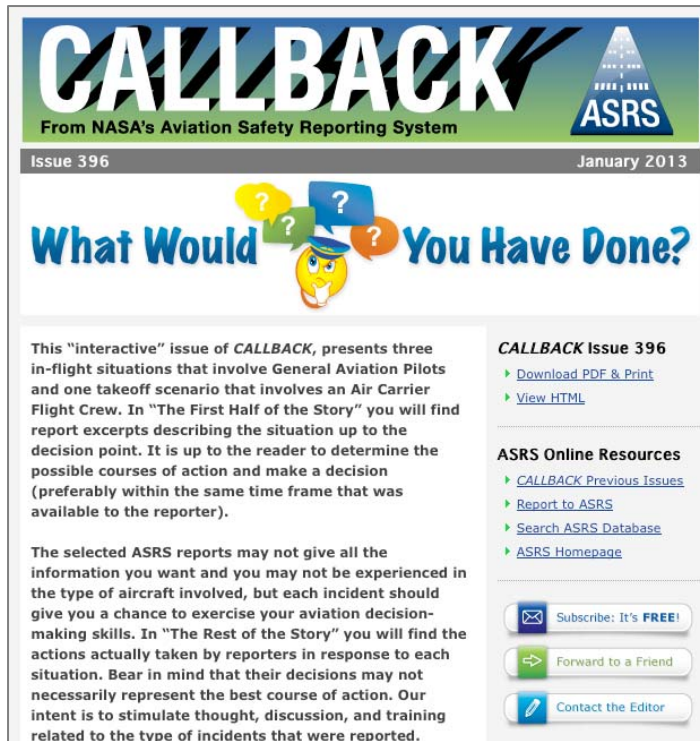
<http://asrs.arc.nasa.gov/publications/callback.html>



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# Distribution and Metrics

- In addition to being published online, *CALLBACK* is distributed by email. Subscription is free and available via the ASRS website.

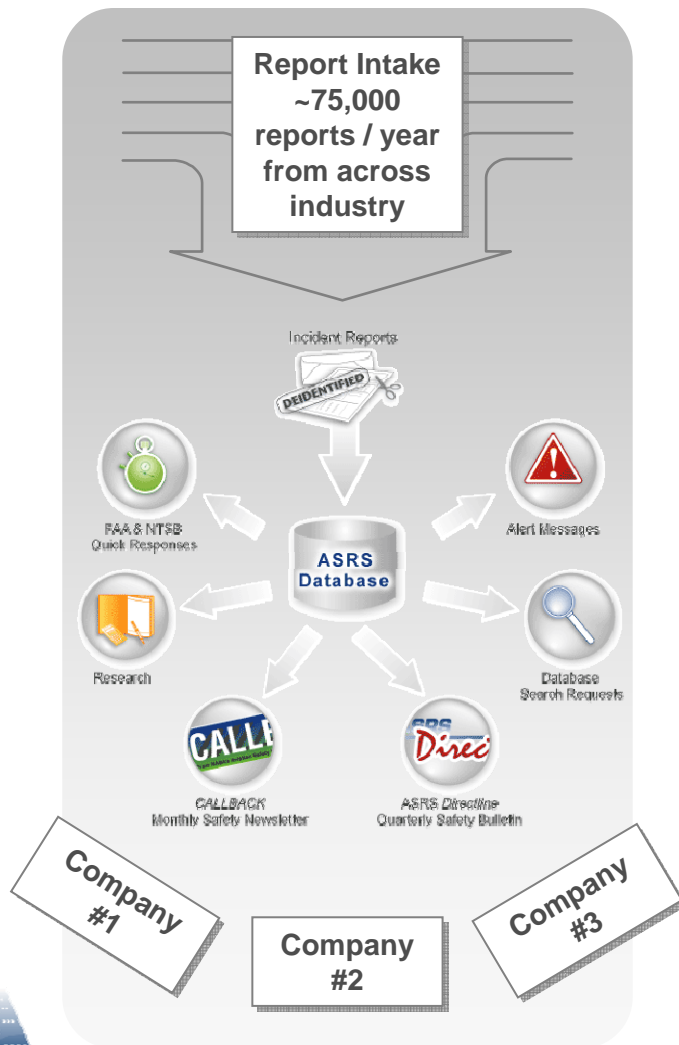


- The total number of email subscribers for 2012 was over 24,500
- *CALLBACK* views for 2012 (HTML and PDF) were over 300,000





# Industry Integration with ASRS



- ASRS is a national repository of aviation safety data
- Company's safety processes can use ASRS to obtain a systemic view of emerging issues
- Companies can review reports for similarities to their operations to help identify issues not yet encountered
- ASRS can help companies recognize important issues within their own processes

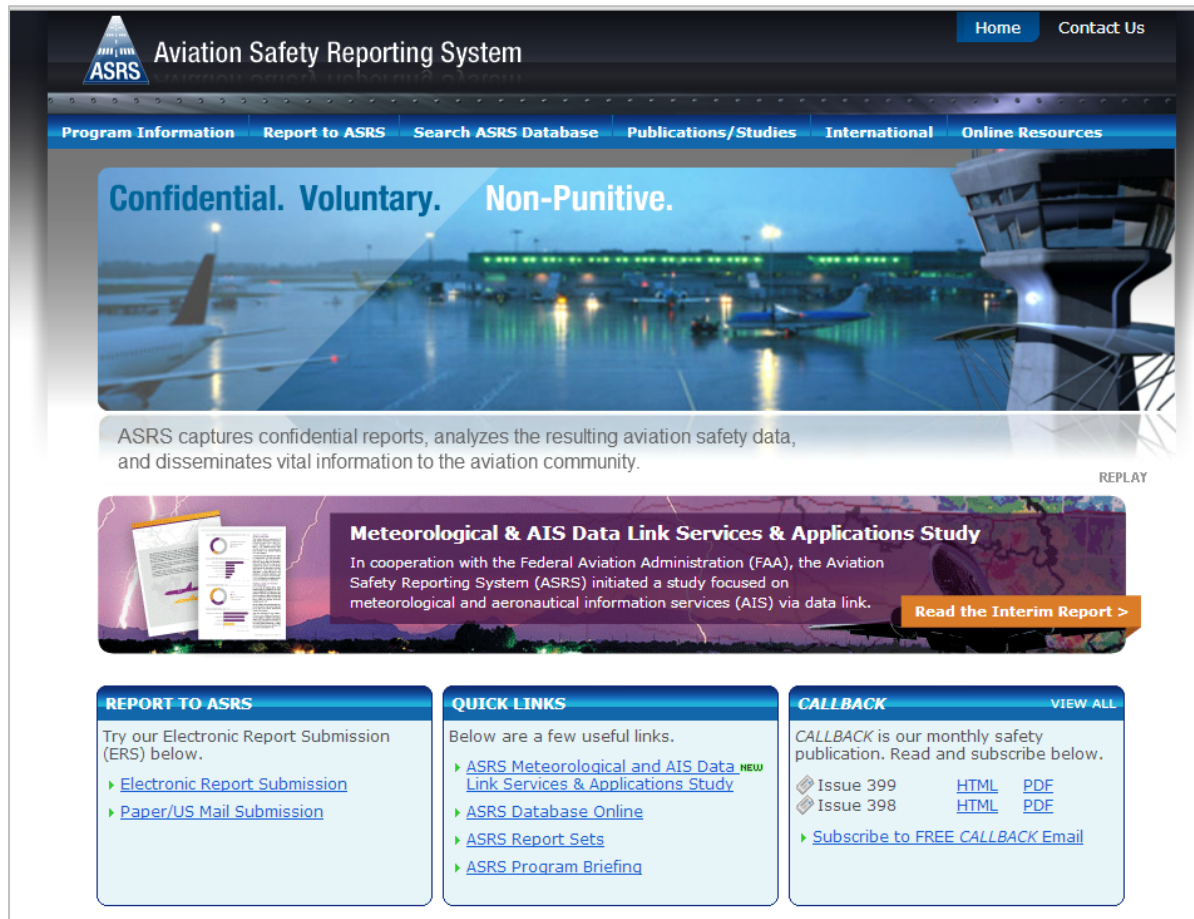




# ASRS Database Online Demonstration



# ASRS Web Site



The screenshot shows the ASRS website homepage. At the top left is the ASRS logo and the text "Aviation Safety Reporting System". To the right are "Home" and "Contact Us" buttons. Below this is a navigation bar with links: "Program Information", "Report to ASRS", "Search ASRS Database", "Publications/Studies", "International", and "Online Resources". The main banner features a night airport scene with the text "Confidential. Voluntary. Non-Punitive." and a description: "ASRS captures confidential reports, analyzes the resulting aviation safety data, and disseminates vital information to the aviation community." Below the banner is a "REPLAY" button. A featured article titled "Meteorological & AIS Data Link Services & Applications Study" is highlighted with a "Read the Interim Report >" button. At the bottom, there are three columns: "REPORT TO ASRS" with links for "Electronic Report Submission" and "Paper/US Mail Submission"; "QUICK LINKS" with links for "ASRS Meteorological and AIS Data Link Services & Applications Study", "ASRS Database Online", "ASRS Report Sets", and "ASRS Program Briefing"; and "CALLBACK" with links for "Issue 399", "Issue 398", and "Subscribe to FREE CALLBACK Email".

- **Launch Oct. 2007**
  - Over 9 million sessions in 2012
- **File ASRS Report**
  - Electronic
  - Print and Mail
- **Database Online**
- **ASRS Publications**
- **Program Information**
- **Immunity Policies**



<http://asrs.arc.nasa.gov>

Aviation Safety Reporting System



September 2013



## Aviation Safety Reporting System

Home Contact Us

Program Information Report to ASRS Search ASRS Database Publications/Studies International Online Resources



### ASRS Database Online

Welcome to the ASRS Database Online! The ASRS database is the world's largest repository of voluntary, confidential safety information provided by aviation's frontline personnel, including pilots, controllers, mechanics, flight attendants, and dispatchers. The database provides a foundation for specific products and subsequent research addressing a variety of aviation safety issues.

ASRS's database includes the narratives submitted by reporters (after they have been sanitized for identifying details). These narratives provide an exceptionally rich source of information for policy development, human factors research, education, training, and more. The database also contains coded information by expert analysts from the original report which is used for data retrieval and analyses.

ASRS has enhanced ASRS Database Online capabilities - in addition to HTML displays, you can export your search results to Microsoft Word, Microsoft Excel® (.xls), and Comma Separated Value (.csv) formats. The content of the .doc, .xls and .csv formats will be the same as the on-screen incident record. The exports generate one row for each incident record and are limited to 10,000 incident records per download, due to speed considerations.

For **new users** please visit the following pages found to the right under "Database Online Resources": **New Users**, **Search Strategies**, **Sample Searches**, **ASRS Database Items**, and **About ASRS Data**.

Note to users, for best results, turn off your pop-up blocker.

Start Search



**ASRS Database Items**  
An outline of the ASRS taxonomy.



**ASRS Abbreviations**  
A list of ASRS abbreviations used in report narratives.

#### Quick Links

- ▶ ASRS Database Online
- ▶ **ASRS Database Report Sets**
- ▶ **Requesting ASRS Data**

#### Database Online Resources

- ▶ **New Users**
- ▶ **Search Strategies**
- ▶ **Sample Searches**
- ▶ **ASRS Database Items**
- ▶ **About ASRS Data**



Feedback:



Begin Results View

- [New Search](#)
- [Help](#)
- [Contact Support](#)
- [ASRS Database Items\(pdf\)](#)

#### How To Search:

- Step 1:** Click to add search items. Note: Make sure your Pop-up Blocker is off.
- Step 2:** In "Current Search Items" section, select "Click Here" in a statement and choose items from lookup window.

#### Date & Report Number

- Report Number** (ACN) was [number]
- Date of Incident** was between [date] and [date]

#### Environment

- Flight Conditions** were [conditions]
- Lighting** was [conditions]
- Weather** was [element]

#### Aircraft

- Federal Aviation Regs** (FAR) Part was [regulation]
- Flight Plan** was [type]
- Flight Phase** was [phase]
- Make/Model** was [aircraft type]
- Mission** was [operation]

#### Place

- Location** was [identifier]
- State** was [abbreviation]

#### Person

- Reporter Organization** was [type]
- Reporter Function** was [position]

#### Event Assessment

- Event Type** was [anomaly]
- Detector** was [equipment/human]
- Primary Problem** was [most prominent factor]
- Contributing Factors** were [problem areas]
- Human Factors** (since 6/09) were [factor]
- Result** was [consequence]

#### Text: Narrative / Synopsis

- Text** contains [words]

#### Current Search Items:

Search is empty.

Back

Run Search



v2.6

ASRS Database Online - Query Filter - Windows Internet Explorer

http://akama.arc.nasa.gov/ASRSDBOnline/QueryWizard\_Filter.aspx

File Edit View Favorites Tools Help

Lookup Value - Windows Internet Explorer

http://akama.arc.nasa.gov/ASRSDBOnline/QueryWizard\_DualListPopup.aspx?st

Select a category from the list below:

- Air Traffic Control
- Dispatch
- Flight Attendant
- Flight Crew
- Ground Personnel
- Maintenance
- Other

Add values from the list below:

- Approach
- Coordinator
- Departure
- Enroute
- Flight Data / Clearance Delivery
- Flight Service
- Ground
- Handoff / Assist
- Instructor
- Local
- Oceanic
- Other / Unknown
- Supervisor / CIC
- Traffic Management
- Trainee

Add

Selected items:

No values selected.

Save

New Search  
Help  
Contact Support  
ASRS Database Items(pdf)

Blocker is off.  
statement and choose items from lookup window.

ocation was [identifier]  
tate was [abbreviation]

on

eporator Organization was [type]

Assessment

vent Type was [anomaly]  
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rimary Problem was [most prominent factor]  
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esult was [consequence]

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ords]

Back Run Search

Internet 100%

ASRS



ASRS Database Online - Query Filter - Windows Internet Explorer

http://akama.arc.nasa.gov/ASRSDBOnline/QueryWizard\_Filter.aspx

File Edit View Favorites Tools Help

Lookup Value - Windows Internet Explorer

http://akama.arc.nasa.gov/ASRSDBOnline/QueryWizard\_DualListPopup.aspx?st

Select a category from the list below:

- Air Traffic Control
- Dispatch
- Flight Attendant
- Flight Crew
- Ground Personnel**
- Maintenance
- Other

Add values from the list below:

- Airport Personnel
- FBO Personnel
- Gate Agent / CSR
- Other / Unknown
- Ramp
- Vehicle Driver

Add

Selected items:

No values selected.

Save

New Search  
Help  
Contact Support  
ASRS Database Items(pdf)

Blocker is off.  
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Back Run Search

Internet 100%



ASRS Database Online - Query Wizard - DualListPopup.aspx?statement

**Select a category from the list below:**

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Add values from the list below:

- Airport Personnel**
- FBO Personnel**
- Gate Agent / CSR**
- Other / Unknown**
- Ramp**
- Vehicle Driver**

**Selected items:**

- Airport Personnel
- FBO Personnel
- Gate Agent / CSR
- Other / Unknown
- Ramp
- Vehicle Driver

**Add** **Save**

Search Share Check More >> Sign In

Mozilla Firefox Microsoft Office Excel 2003

- [New Search](#)
- [Help](#)
- [Contact Support](#)
- [ASRS Database Items\(pdf\)](#)

Blocker is off.  
 Statement and choose items from lookup window.

**Identifier** was [identifier]  
 Abbreviation was [abbreviation]

**Porter Organization** was [type]

**Assessment**

**Event Type** was [anomaly]  
 Equipment/Human Factor was [equipment/human]  
 Primary Problem was [most prominent factor]  
 Contributing Factors were [problem areas]  
 Consequences (since 6/09) were [factor]  
 Result was [consequence]

**Analysis**

**Back** **Run Search**





Begin Results View

- [New Search](#)
- [Help](#)
- [Contact Support](#)
- [ASRS Database Items\(pdf\)](#)

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#### Person

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- Federal Aviation Regs** (FAR) Part was [regulation]
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- Result** was [consequence]

#### Text: Narrative / Synopsis

- Text** contains [words]

#### Current Search Items:

- Reporter Function** was [Airport Personnel or FBO Personnel or Gate Agent / CSR or Other / Unknown or Ramp or Vehicle Driver](#)

Back

Run Search





- [New Search](#)
- [Help](#)
- [Contact Support](#)
- [ASRS Database Items\(pdf\)](#)

### Your search returned 193 ACNs

Search Criteria:  
**Reporter Function** was Airport Personnel, FBO Personnel, Gate Agent / CSR, Other / Unknown, Ramp, Vehicle Driver

#### Display your results:

- Results Online (in HTML)**
- [View all reports](#) (  per page )
  - [View only the  most recent reports](#)
  - [View a list of ACNs](#)

- Export Results**
- [Excel File](#)
  - [Comma Separated File\(CSV\)](#)
  - [Word File](#)

- Export Search Criteria**
- [Text File](#)

- Modify Search**
- [Go back and edit current search](#)
  - [Start new search](#)



ASRS Database Online - Results Display - Windows Internet Explorer

http://akama.arc.nasa.gov/ASRSDBOnline/QueryWizard\_Display.aspx?server=ASRS0

File Edit View Favorites Tools Help

Google Search Share Check More Sign In

ASRS Database Online - Results Display

Begin Results **View**

[Back to Results Page](#) [Filter Report Items](#)

View Printable Results: [MS Word](#) | [HTML](#) | [HTML without Page Breaks](#)

Page 1 of 4

**ACN: 1086645** (1 of 193)

**Time / Day**  
Date : 201305

**Place**  
Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 0

**Aircraft**  
Reference : X  
Aircraft Operator : Air Carrier  
Make Model Name : Commercial Fixed Wing  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 121  
Mission : Passenger  
Flight Phase : Taxi

**Component**  
Aircraft Component : Nose Gear Tire  
Aircraft Reference : X

**Person**  
Reference : 1  
Location Of Person : Gate / Ramp / Line  
Reporter Organization : Air Carrier  
Function.Ground Personnel : Ramp  
ASRS Report Number.Accession Number : 1086645  
Human Factors : Other / Unknown

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Aircraft Reference : X

## Person

Reference : 1  
Location Of Person : Gate / Ramp / Line  
Reporter Organization : Air Carrier  
Function.Ground Personnel : Ramp  
ASRS Report Number.Accession Number : 1086645  
Human Factors : Other / Unknown

## Events

Anomaly.Ground Event / Encounter : Object  
Anomaly.Inflight Event / Encounter : Object  
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control  
Detector.Person : Ground Personnel  
When Detected : Taxi  
Result.Aircraft : Aircraft Damaged

## Assessments

Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Equipment / Tooling  
Contributing Factors / Situations : Human Factors  
Primary Problem : Ambiguous

## Narrative: 1

Equipment failure: Towbar hitch broken causing the towbar to separate away from the aircraft. Aircraft was being towed using a Steward and Stevenson pushback tractor; one of our better pushback tractors but by no means a towing tractor. We have a Goldhofer tow tractor but it is out of service more than in service. We towed across 2 taxiways making a couple left and right turns. As I was guiding the aircraft into the gate, I was positioned to the driver's right side due to a pre-positioned GPU. Making sure tractor cleared unit. As the tow was almost complete and tow tractor was slowing down I was guiding tractor to stop mark. I happened then to notice the nose of aircraft veering to the left of the tow tractor. I quickly crossed over to the left hand side of tractor to see what was going on only to hear a loud pop and then a second pop. The tractors driver also noticed at the same time and quickly pulled forward going to the right side away from nose of the aircraft. Simultaneously I radio to flight deck to set breaks. This happened so quick we didn't have time to stop aircraft before it ran over the towbar popping both nose gear tires. My angle of vision was blocked by the position of the GPU and the tow tractor.

## Synopsis

Ground crewman supervising an aircraft tow reports a broken tow bar hitch approaching the gate. Before the aircraft can be signaled to set brakes the nose tires run over the towbar popping both tires.

**ACN: 1086636** (2 of 193)

## Time / Day

Date : 201303

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| <input type="checkbox"/> Time / Day              | <input type="checkbox"/> Aircraft                    | <input type="checkbox"/> Person                            |
| <input type="checkbox"/> Place                   | <input type="checkbox"/> ATC / Advisory              | <input type="checkbox"/> Organization                      |
| <input type="checkbox"/> Locale Reference        | <input type="checkbox"/> Operator                    | <input type="checkbox"/> Function                          |
| <input type="checkbox"/> State Reference         | <input type="checkbox"/> Make Model                  | <input type="checkbox"/> Qualification                     |
| <input type="checkbox"/> Altitude                | <input type="checkbox"/> Operating Under FAR Part    | <input type="checkbox"/> Experience                        |
| <input type="checkbox"/> Relative Position       | <input type="checkbox"/> Navigation In Use           | <input type="checkbox"/> ASRS Report                       |
| <input type="checkbox"/> Environment             | <input type="checkbox"/> Flight Phase                | <input type="checkbox"/> Location Of Person                |
| <input type="checkbox"/> Flight Conditions       | <input type="checkbox"/> Route In Use                | <input type="checkbox"/> Location In Aircraft              |
| <input type="checkbox"/> Weather Elements        | <input type="checkbox"/> Flight Plan                 | <input type="checkbox"/> Human Factors                     |
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| <input type="checkbox"/> Visibility              | <input type="checkbox"/> Maintenance Status          | <input type="checkbox"/> Anomaly                           |
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| <input type="checkbox"/> Ceiling                 | <input type="checkbox"/> Maintenance Items Involved  | <input type="checkbox"/> Result                            |
| <input type="checkbox"/> RVR                     | <input type="checkbox"/> Cabin Lighting              | <input type="checkbox"/> When Detected                     |
|  | <input type="checkbox"/> Number of Seats             | <input type="checkbox"/> Miss Distance                     |
|  | <input type="checkbox"/> Aircraft Zone               | <input type="checkbox"/> Were Passengers Involved In Event |
|  | <input type="checkbox"/> Flight Crew Size            | <input type="checkbox"/> Assessments                       |
|  | <input type="checkbox"/> Airspace                    | <input type="checkbox"/> Contributing Factors / Situations |
|  | <input type="checkbox"/> Number of Flight Attendants | <input type="checkbox"/> Primary Problem                   |
|  | <input type="checkbox"/> Passengers On Board         | <input type="checkbox"/> Narrative                         |
| <input type="checkbox"/> Component               | <input type="checkbox"/> Aircraft Component          | <input type="checkbox"/> Callback                          |
|  | <input type="checkbox"/> Manufacturer                | <input type="checkbox"/> Synopsis                          |
|  | <input type="checkbox"/> Problem                     |  |



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### ACN: 1086645 (1 of 193)

#### Synopsis

Ground crewman supervising an aircraft tow reports a broken tow bar hitch approaching the gate. Before the aircraft can be signaled to set brakes the nose tires run over the towbar popping both tires.

### ACN: 1086636 (2 of 193)

#### Synopsis

Baggage handler suggest that the aircraft lavatories should not be serviced while the rear compartment is being loaded and unloaded due to the high winds present at PHOG and the likelihood that the ground crew will get sprayed.

### ACN: 1080252 (3 of 193)

#### Synopsis

A baggage tractor driver, hurrying because he had no accurate way to determine the time relative to the scheduled departure time of flights to which he was delivering bags, attempted to take a turn at too high a speed and was ejected from the vehicle. The unmanned baggage vehicle continued uncontrolled and struck two lavatory trucks and several baggage carts.

### ACN: 983727 (4 of 193)

#### Synopsis

A Ramp Operations Tug Driver reports hooking up a tow bar to a CRJ-200 aircraft and positioning the pushback tug in front of





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**Reporter Function** was Airport Personnel, FBO Personnel, Gate Agent / CSR, Other / Unknown, Ramp, Vehicle Driver

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- [Go back and edit current search](#)
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2	ACN	Time Date	Time Local Time	Place Locale Ref	Place State Refe	Place Relative P	Place Relative P	Place Altitude.A	Place Altitude.M	Environme Flight Con	Environme Weather E	Environme Work Envi	Environme Light	Environme Ceiling	Environme RVR.Singl	Aircraft 1 ATC / Adv	Aircraft 1 Aircraft Op	Aircraft 1 Make Mod	Aircraft 1 Aircraft Zo
3																			
4	84801	198803	1201-1800	TOA	CA			0									Personal	Small Aircraft, Low W	
5	85366	198804	1201-1800	SEE	CA			0		VMC	10		Daylight			Tower SEE		Small Aircraft, High W	
6	87128	198805	1201-1800	BKL	OH			0		VMC			Daylight				FBO	Small Aircraft, High W	
7	94472	198808	0601-1200	74D	WV			0		IMC	0.25		Daylight	200			Personal	Small Aircraft, Low W	
8	95805	198803	0601-1200	RDU	NC			0									Air Taxi	Small Aircraft, Low W	
9	107877	198903	1801-2400	GON	CT			0		VMC			Dusk				Personal	Small Transport	
10	109989	198904	1201-1800	O22	CA			0									FBO	Small Aircraft, High W	
11	111852	198905	1201-1800	3V3	CO		10	0									FBO	Small Aircraft, Low W	
12	114742	198906	1201-1800	DVN	IA			0		VMC			Daylight				FBO	Small Aircraft, Low W	
13	116271	198906	1201-1800	DVN	IA			0		VMC			Daylight				FBO	Small Aircraft, High W	
14	124116	198909	0601-1200	OTZ	AK			0									Personal	Small Aircraft, High W	
15	127908	198911	1201-1800	Q41	TX			30		0 VMC			Night				Personal	Small Transport, Low	
16	127944	198909	1201-1800	SEE	CA		5	0		VMC			Daylight				FBO	Helicopter	
17	128596	198911	1201-1800	WA17	WA			0									Air Taxi	Small Aircraft, Low W	
18	131115	198912	1201-1800	SIK	MO			0									Personal	Small Transport, Low	
19	135921	199002	1201-1800	SEA	WA			0									Air Taxi	Small Transport	
20	141554	199003	1201-1800	KOA	HI		1		800	VMC	15		Daylight	20000		Tower KOA	FBO	Small Aircraft, High W	
21	143342	199004	0601-1200	ZZZ	US			0		VMC	10		Daylight				Personal	Small Aircraft, Low W	
22	143832	199004	1201-1800	ICT	KS			0									FBO	Small Transport, Low	
23	143891	199003		GMU	SC			0					Daylight				FBO	Helicopter	
24	149420	199006	1801-2400	IAD	VA		0	0									Other Othe	Any Unknown or Unlisted	
25	154615	199008	0601-1200	BLI	WA			0									FBO	Small Aircraft, Low W	
26	159886	199010	1201-1800	FWS	TX			0		VMC			Daylight				FBO	Small Aircraft, High W	
27	161779	199011	0601-1200	1V5	CO			0									FBO	Small Aircraft	
28	163455	199011		ZPH	FL				12500	VMC			Daylight			Center ZJX	Corporate	Small Transport	
29	163772	199011	0601-1200	TUP	MS			0					Daylight						
30	164307	199011	0601-1200	APF	FL			0		VMC			Daylight				FBO	Light Transport, Low W	
31	166943	199012		ZPH	FL				12500	VMC			Daylight			Center ZJX	Corporate	Small Transport	
32	172593	199102	0601-1200	APV	CA			0									Personal	Small Aircraft	
33	175017	199104	1201-1800	TEB	NJ			0		Mixed			Daylight				Personal	Light Transport, Low W	
34	180225	199106	1801-2400	ADS	TX			0		VMC			Dusk			Tower ADE	Personal	Any Unknown or Unlis	
35	183747	199107	1801-2400	9G2	MI			0		VMC			Daylight				FBO	Small Aircraft, High W	
36	185397	199108	1801-2400	TEB	NJ			0		IMC	2		Night			Tower TEB		Helicopter	
37	189862	199109	1201-1800	MZZ	IN			0											
38	192811	199110		PAO	CA		0	0								Tower PAC	FBO	Small Aircraft, Low W	
39	193444	199109	0601-1200	DVN	IA			0		VMC			Daylight			TRACON	FBO	Small Aircraft, High W	
40	194608	199109	0601-1200	BED	MA			0									FBO	Small Aircraft, High W	
41	200747	199201	1201-1800	HFY	IN		0	0											
42	201027	199202	0601-1200	TEB	NJ												FBO	Small Aircraft, Low W	
43	202526	199202		05C	IN		1	255											
44	204698	199203		PSM	NH			0								TRACON PSM; Tower PSM			
45	206652	199202	1801-2400	MLC	OK			0		VMC			Night				FBO	Small Aircraft, High W	
46	207446	199204		GXY	CO		0	0									FBO	Small Aircraft, High W	
47	210317	199205	1201-1800	ROBO	OR			0									Corporate	Helicopter	

# Contact Information

Linda Connell

NASA ASRS Director

[Linda.J.Connell@nasa.gov](mailto:Linda.J.Connell@nasa.gov)

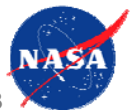
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