



Why Should I Participate?



General Aviation Community Outreach

ASRS Reporting: Nurturing Aviation's Robust Safety Culture and Facilitating Corrective Action

**AVIATION SAFETY
REPORTING SYSTEM**

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The Genesis of ASRS

In today's US aviation industry, we have a healthy safety culture with a robust practice of sharing information and lessons-learned to prevent incidents and accidents.

But it wasn't always this way...



The Genesis of ASRS

The crash of TWA Flight 514, on **December 1st 1974** was caused by a misunderstanding between ATC and the flight crew.



This accident occurred just six weeks after a United Airlines flight had narrowly escaped a similar fate.

Unfortunately, in 1974, there **was no way to share information** about United's near miss with TWA or the wider aviation community.

The Genesis of ASRS

The FAA Starts an Incident Reporting System in November 1975

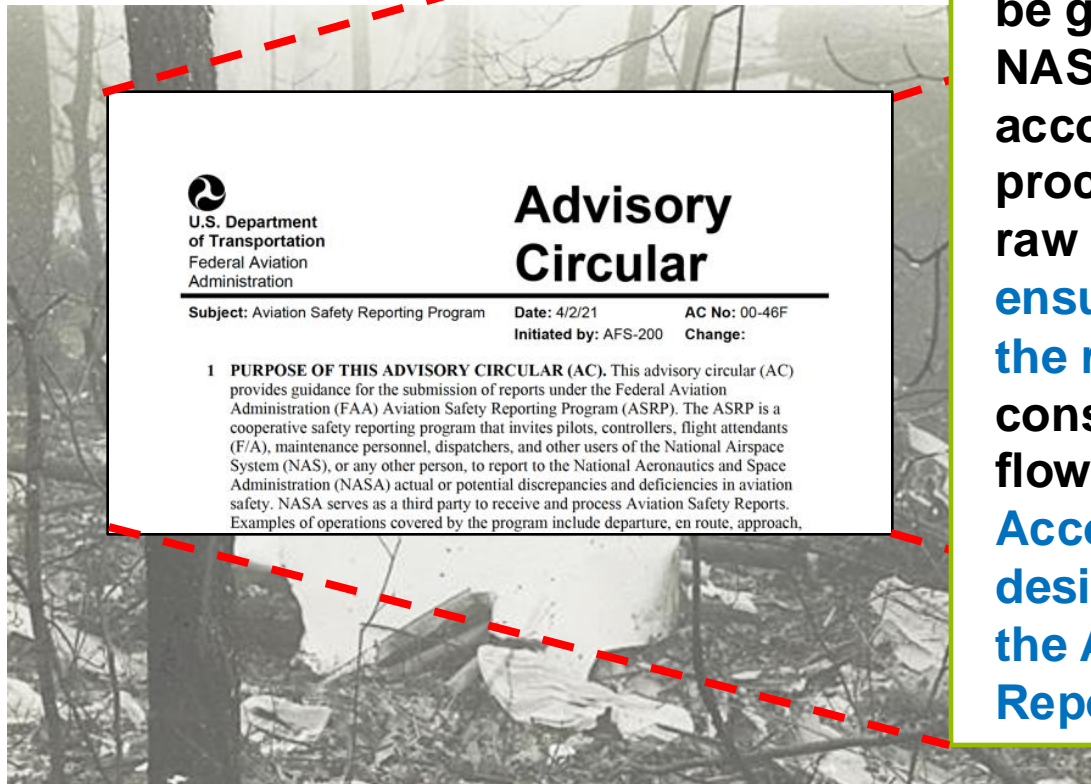


From the NTSB Report on TWA 514:
“Subsequent to the accident... The **FAA** has established an incident reporting system which is intended to identify unsafe operating conditions in order that they can be corrected before an accident occurs.”

The Genesis of ASRS

FAA Asks NASA to Create ASRS in April 1976

From FAA AC 00-46



Advisory Circular

Subject: Aviation Safety Reporting Program Date: 4/2/21 AC No: 00-46F
Initiated by: AFS-200 Change:

1 PURPOSE OF THIS ADVISORY CIRCULAR (AC). This advisory circular (AC) provides guidance for the submission of reports under the Federal Aviation Administration (FAA) Aviation Safety Reporting Program (ASRP). The ASRP is a cooperative safety reporting program that invites pilots, controllers, flight attendants (F/A), maintenance personnel, dispatchers, and other users of the National Airspace System (NAS), or any other person, to report to the National Aeronautics and Space Administration (NASA) actual or potential discrepancies and deficiencies in aviation safety. NASA serves as a third party to receive and process Aviation Safety Reports. Examples of operations covered by the program include departure, en route, approach,

“The FAA determined that...effectiveness would be greatly enhanced if NASA, rather than the FAA, accomplished the receipt, processing, and analysis of raw data. **This would ensure the anonymity of the reporter...and, consequently, increase the flow of information... Accordingly, NASA designed and administers the Aviation Safety Reporting System (ASRS)**”

What is ASRS?

For over forty-eight years, the NASA Aviation Safety Reporting System (**ASRS**) has received confidential written descriptions of close-calls, hazards, violations, safety-related incidents, and successful best practices.



What is ASRS?

Voluntary, Confidential, and Non-punitive:

ASRS receives anonymous safety reports from anyone interested in aviation safety. Typical reporters might include Pilots, Air Traffic Controllers, Dispatchers, Cabin Crew, Ground Ops, Maintenance Technicians, or UAS Operators.

- **Over 106,000 reports were received in 2023 alone and more than two million reports have been submitted to date.**
- **All are afforded protections against their narratives being used for enforcement action.**
- **No reporter's identity has ever been breached by the ASRS.**



ASRS Principles

VOLUNTARY PARTICIPATION

Aviation personnel voluntarily submit reports concerning events related to safety for the purpose of system alerting, understanding and learning

CONFIDENTIALITY PROTECTION

Protection of identity is provided by NASA through de-identification of persons, companies, and any other identifying information

NON-PUNITIVE

FAA will not use, nor will NASA provide, any report submitted for inclusion under ASRS guidelines or information derived therein for use in any disciplinary or other adverse action (14 CFR 91.25 & AC 00-46F)

INDEPENDENT

NASA serves as the independent honest-broker.

We do not share your identity with FAA



ASRS Concept & Mission

ASRS strives to identify safety precursors early, then passes this information to the aviation community



ASRS Concept & Mission

Communication of Critical Safety Information

Among our products are **FYI's** and **Alert Bulletins** which relay de-identified safety information directly to industry stakeholders who can take action to correct safety concerns.

1/19/2023

2023-8/5-2

FOR YOUR INFORMATION

To: Airport Manager, Los Angeles International Airport (LAX)

From: NASA Aviation Safety Reporting System

Re: LAX Taxiway Markings, Signage, and Charting

ALERT BULLETIN

TO: Textron Lycoming Engines
FAA (AVP-1, AVP-200, AFS-260, AFS-200,
AFS-800, BOS-AEG, MKC-AEG, ANM-100)

FROM: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

SUBJ: Lycoming O360 Engine Issue



Why Report to ASRS?

Safety Culture and Corrective Action

- **Share your stories and lessons learned** so others don't experience the same problem or make the same mistake.
- **Remedy a problem in the Aviation Industry.** Your report could be the one that triggers corrective action.
- **Identify emerging systemic issues** so ASRS can be proactive in sharing that information.
- **Foster a healthy safety culture.** We are all human and mistakes happen. A healthy safety culture is fostered by talking about our mistakes, understanding why they happened, and committing to prevent them from happening again.



Filing an ASRS Report could save lives



Why Report to ASRS?

Share your stories

ASRS Report #1990205, Spatial Disorientation

The Narrative:

"...I ...looked at my attitude indicator and what I saw made my head spin! For a split second I questioned whether my G5 had malfunctioned but thank God all my training kicked in and I immediately disregarded the thought that my G5 was broken. ...I was experiencing overwhelming ...disorientation. So I focused on using the attitude indicator to get wings level and control airspeed. ...I leveled wings first ...After getting wings level then focused on the airspeed. ...airspeed was passing through 190mph + fast! ...I stopped the descent, ...and began to climb. As I started to climb the controller came on the radio...I didn't try to communicate. I only focused on completing the recovery and controlling the airplane. ...I've thought a lot about what happened ... and realize that a slight disorientation accelerated rapidly into extreme disorientation..."



Why Report to ASRS?

Share your stories

ASRS Report #1990205, Spatial Disorientation

This report was highlighted in an issue of CALLBACK, the monthly ASRS safety newsletter.

The screenshot shows the cover of the 'CALLBACK' newsletter, Issue 530, dated March 2024. The cover features the title 'CALLBACK' in large white letters on a dark background, with 'From NASA's Aviation Safety Reporting System' and the ASRS logo below it. The main headline is 'What Would You Have Done?' with three question marks in speech bubbles. A sub-headline reads: 'This month, CALLBACK again offers the reader a chance to "interact" with the information given in a selection of...'. A quote from a pilot is visible: 'I saw made my head spin! For a split second I questioned whether my GS had malfunctioned.' Below the headline, there are several article teasers:

- What Would You Have Done?**
 - A Non-Towered Tale**
Skylane Pilot's Report
routine takeoff on [Runway] XX, the 6th one of the usual call. "ZZZ traffic, call sign, departing was later verified by another person on the ground the advisory [frequency]. I turned onto the [runway] and [frequency], I turned onto the [runway] and [frequency], and saw landing light twin on final approach to [the opposing runway] they had made no calls at all on advisory, which confirmed by the listener on the ground. I hoped for the twin was just making a low approach and they continued [their] approach.
- Part 91 – A Night Sky Nightmare**
An M-20 Pilot's Report
■ Flying...on an IFR flight plan last night, it was overcast at 12,000 feet and very dark.... I had descended from 8,000 feet and was level at 3,000 feet. I was heading 290 degrees getting vectors for the ILS approach.... Approach told me to turn left to 250 degrees. During the turn, I noticed bright lights ahead and at first, thought it was an airplane very close above me at 12 o'clock flying in the opposite direction.... I ducked my neck down and tilted my head back to look up 45 degrees out the windshield to look directly at the lights. Immediately, I thought I was flying with a very nose high, pitch up attitude and immediately realized [the lights] were not an airplane! I must have pushed on the yoke to get the nose down. I turned my head left to look out the side window hoping to make sense of what I was seeing, but the pitch blackness with only a couple lights was of no help. I immediately looked at my GS [attitude indicator], and what
- Part 121 – Hidden Power for Cabin Devices**
A B737 Captain's Report
■ A customer had to check a bag due to lack of overhead space. The customer admitted to a flight attendant that...a lithium-ion battery was in the bag.
- Part 121 – A Close Approach**
A Commercial Fixed Wing Captain's Report
■ While flying...to SFO, we planned and briefed the BDEGA Arrival to be followed by the charted visual for [Runway] 28L. Upon checking in with NORCAL, we were assigned a heading of 100 [degrees] off of CORKK for the charted visual to [Runway] 28R. We changed the localizer frequency, reprogrammed the FMS, and briefed the new approach. We flew a right downwind and were vectored for a right base. ATC pointed out traffic that would merge for [Runway] 28L. We were assigned 160 knots. The ATIS was reporting



Why Report to ASRS?

Remedy a problem in the Aviation Industry

ASRS Report # 1951947, Airport Markings and Signs

The ASRS Expert Analyst's Synopsis:

“Pilot reported a concrete ramp area connected to Runway 25L at LAX appears to be a taxiway, but is not connected to any other airport surface area and **could lead to a runway excursion.**”

An FYI is Issued:

FOR YOUR INFORMATION 2023-8/5-2
1951947

To: Airport Manager, Los Angeles Int'l (LAX), CA, FAA (AAS-1), Jeppesen Sanderson Inc.

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AFS-400, AJI-144, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: LAX Airport Taxiway Markings, Signs, and Charting

1/19/2023

To properly assess the usefulness of our reports, we would like the time to give on your part. Please contact Dr. Becky L. Hooey at becky.l.hooey@nasa.gov.

NASA Aviation Safety Reporting System
P.O. Box 198 | Mather



Why Report to ASRS?

Remedy a problem in the Aviation Industry

ASRS Report # 1951947, Airport Markings and Signs

The Big Picture on this issue:



Why Report to ASRS?

Remedy a problem in the Aviation Industry

ASRS Report # 1951947, Airport Markings and Signs

And Corrective Action is Taken:

“In response to the attached ASRS Safety report #1951947, we have reviewed the incident/recommendations and have determined the following. It appears that the pavement being referenced is the area depicted in the aerial picture below. This pavement is part of the Sepulveda tunnel system and cannot be removed. The area has been painted green and there is a yellow “X” painted on it to distinguish it from active movement areas. Additionally, there are edge and shoulder markings painted south of Runway 07R/25L to ensure the pavement is not mistaken for an active taxiway. There are also no lead-off lines from the runway to this area. While this area meets standards, we understand that in inclement weather markings may be difficult to identify. For this reason, we will be refreshing and enlarging the painted “X” on this pavement. We will also be relocating it closer to the runway edge to ensure that it is not mistaken for an active movement area in the future.”

Thank you for bringing this to our attention and please let us know if there any additional comments or concerns regarding this area.”



Why Report to ASRS?

Identify Emerging Issues

ASRS Report #1985504, A Hole in the Valve

The Narrative:

"...I suspect that the failure of this valve... was due to... the manufacturing process. I am filing this safety report because... there could be some more valves like mine... out in the field..."

An ASRS Alert Bulletin was issued

**ALERT
BULLETIN**

TO: Textron Lycoming Engines
FAA (AVP-1, AVP-200, AFS-260, AFS-200,
AFS-800, BOS-AEG, MKC-AEG, ANM-100)

FROM: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

SUBJ: Lycoming O360 Engine Issue



Why Report to ASRS?

Keeps Our Safety Culture Healthy

ASRS Report # 1892248 Unintentional Violation

ASRS Expert Analyst Synopsis:

Part 107 UAS pilot reported they learned that UAS flights they conducted at an RC field were not covered by the COA, as previously believed.

The Narrative:

“...management/legal told us that we were cleared to operate under the field's certificate of authorization... I would estimate over 100 people have flown without authorization... **Going forward I will be requesting LAANC in any controlled airspace I am able, regardless of any existing COA or waivers, unless that COA or waiver is submitted by myself.**”

The Callback:

Reporter confirmed the COA did not cover their operation while flying at the RC field.



Nurturing a Healthy Safety Culture

The International Civil Aviation Organization (ICAO) defines Just and Reporting safety cultures as follows:

“Just Culture: An atmosphere of trust in which people are encouraged for providing essential safety-related information...”

“Reporting Culture: Managers and operational personnel freely share critical safety information without the threat of punitive action”


Source: ICAO: [Safety Culture Definition and Enhancement Process](#)



Nurturing a Healthy Safety Culture

FAA Advisory Circular 00-46F

The FAA will not use any reports submitted to NASA under the ASRS (or information derived therefrom) in any enforcement action... except information concerning criminal offenses or accidents, which are excluded.

 U.S. Department of Transportation Federal Aviation Administration	<h1>Advisory Circular</h1>	
Subject: Aviation Safety Reporting Program	Date: 4/2/21	AC No: 00-46F
	Initiated by: AFS-200	Change:



Nurturing a Healthy Safety Culture

FAA Advisory Circular 00-46F

Waiver of Imposition of Sanction. The FAA considers the filing of a report with NASA ... to be indicative of a **constructive attitude towards safety**. Such an attitude will tend to prevent future violations. Accordingly, although a finding of violation may be made, **neither a civil penalty nor certificate suspension will be imposed if ...**

- Inadvertent and not deliberate
- Did not involve a criminal offense, accident or action under 49 U.S.C § 44709, which discloses a lack of qualification or competency
- No finding of any prior FAA enforcement action within last 5 years
- Reported within 10 days of the violation (or first aware of the violation)



ASRS Process

Now that you may have decided to participate:

How does it work?



ASRS Process

What to Report:

Reports submitted to ASRS might include **unsafe occurrences, hazardous situations, or best practices**. They **may include violations as well** (as long as the violation was inadvertent, not deliberate, and did not involve a criminal offense or accident),

Sample Report Topics:

- Near-mid air collisions,
- Airspace violations,
- Runway incursions
- Confusing airport signage
- Charting / navigation issues
- Confusing phraseology
- Aircraft / Equipment failures
- Automation Failures / Over-reliance
- Training and procedural deficiencies



Submitting a Report: Find the Form

1 Go to the ASRS Website

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

2 Click Here:



3 Select:

▶ General Report Form

▶ ATC Report Form

▶ Maintenance Report Form

▶ Cabin Report Form

▶ UAS Report Form



Submitting a Report: The Form

On Top: The ID Strip

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 HOURS

OTHER HOURS

NAME (required)

ADDRESS/PO BOX (required)

ADDRESS LINE 2

CITY (required) STATE ZIP (required)


TYPE OF EVENT/SITUATION
(Select Type of Event)

Other:

DATE OF OCCURRENCE (MM/DD/YYYY)
 MM/DD/YYYY

LOCAL TIME (24 HR. CLOCK) [HH:MM]
 HH:MM

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



- After initial processing, this part of the form is **permanently and irrevocably separated from the report** and returned to the Reporter by US Mail.
- This information is **ONLY** held by the Reporter and is their **sole proof of submission**.



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



Submitting a Report: The Form

In the Middle: Event and Operational Information

This anonymous information is compiled and stored in the ASRS Database.

It is available to anyone for use in analysis of safety trends, for development of training materials, and for research.

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

REPORTER		FLYING TIME (in hours)		CERTIFICATES & RATINGS		ATC EXPERIENCE				
<input type="checkbox"/> Captain	<input type="checkbox"/> Single Pilot	Total Time _____ hrs	<input type="checkbox"/> Student	<input type="checkbox"/> Flight Instructor	<input type="checkbox"/> FPL	<input type="checkbox"/> Developmental				
<input type="checkbox"/> First Officer	<input type="checkbox"/> Instructor	Last 90 Days _____ hrs	<input type="checkbox"/> Sport/Rec	<input type="checkbox"/> Multiengine	radar _____ yrs					
<input type="checkbox"/> pilot flying	<input type="checkbox"/> Trainee		<input type="checkbox"/> Private	<input type="checkbox"/> Instrument	non-radar _____ yrs					
<input type="checkbox"/> pilot not flying	<input type="checkbox"/> Dispatcher			<input type="checkbox"/> Commercial	supervisory _____ yrs					
<input type="checkbox"/> relief pilot	<input type="checkbox"/> Other: _____			<input type="checkbox"/> Flight Engineer	military _____ yrs					
<input type="checkbox"/> check airman										
AIRSPACE		CONDITIONS/WEATHER ELEMENTS		LIGHTS		VISIBILITY		ATC / ADVISORY SVC.		
<input type="checkbox"/> Class A	<input type="checkbox"/> Class E	<input type="checkbox"/> VMC	<input type="checkbox"/> clear	<input type="checkbox"/> dawn	<input type="checkbox"/> night	<input type="checkbox"/> Ramp	<input type="checkbox"/> Center			
<input type="checkbox"/> Class B	<input type="checkbox"/> Class G	<input type="checkbox"/> IMC	<input type="checkbox"/> light	<input type="checkbox"/> daylight	<input type="checkbox"/> dusk	<input type="checkbox"/> Ground	<input type="checkbox"/> FSS			
<input type="checkbox"/> Class C	<input type="checkbox"/> Special Use	<input type="checkbox"/> Marginal	<input type="checkbox"/> moderate	Ceiling _____ feet	Visibility _____ miles	<input type="checkbox"/> Tower	<input type="checkbox"/> UNICOM			
<input type="checkbox"/> Class D	<input type="checkbox"/> TFR	<input type="checkbox"/> Marginal	<input type="checkbox"/> poor	RVR _____ feet		<input type="checkbox"/> TRACON	<input type="checkbox"/> CTAF			
						ATC Facility Name: _____				
AIRCRAFT 1		AIRCRAFT 2								
Your Aircraft Type (Make/Model) (e.g. B737, Not "NF", F119, etc.): _____		Other Aircraft: _____		Operating FAR Part: _____						
Operator	<input type="checkbox"/> air carrier	<input type="checkbox"/> fractional	<input type="checkbox"/> FBO	<input type="checkbox"/> air carrier	<input type="checkbox"/> air taxi	<input type="checkbox"/> fractional	<input type="checkbox"/> FBO	<input type="checkbox"/> military	<input type="checkbox"/> personal	
	<input type="checkbox"/> corporate	<input type="checkbox"/> government	<input type="checkbox"/> other: _____	<input type="checkbox"/> air taxi	<input type="checkbox"/> corporate	<input type="checkbox"/> government	<input type="checkbox"/> other: _____	<input type="checkbox"/> other: _____		
Mission	<input type="checkbox"/> passenger	<input type="checkbox"/> cargo	<input type="checkbox"/> training	<input type="checkbox"/> passenger	<input type="checkbox"/> cargo	<input type="checkbox"/> cargo/freight	<input type="checkbox"/> training	<input type="checkbox"/> ferry	<input type="checkbox"/> other: _____	
	<input type="checkbox"/> personal	<input type="checkbox"/> other: _____	<input type="checkbox"/> other: _____	<input type="checkbox"/> personal	<input type="checkbox"/> other: _____	<input type="checkbox"/> other: _____	<input type="checkbox"/> other: _____	<input type="checkbox"/> other: _____		
Flight Plan	<input type="checkbox"/> VFR	<input type="checkbox"/> SVFR	<input type="checkbox"/> none	<input type="checkbox"/> VFR	<input type="checkbox"/> SVFR	<input type="checkbox"/> SVFR	<input type="checkbox"/> none			
	<input type="checkbox"/> IFR	<input type="checkbox"/> DVFR		<input type="checkbox"/> IFR	<input type="checkbox"/> DVFR					
Flight Phase	<input type="checkbox"/> taxi	<input type="checkbox"/> climb	<input type="checkbox"/> final approach	<input type="checkbox"/> taxi	<input type="checkbox"/> climb	<input type="checkbox"/> final approach				
	<input type="checkbox"/> parked	<input type="checkbox"/> cruise	<input type="checkbox"/> missed/GAR	<input type="checkbox"/> parked	<input type="checkbox"/> cruise	<input type="checkbox"/> missed/GAR				
	<input type="checkbox"/> takeoff	<input type="checkbox"/> descent	<input type="checkbox"/> landing	<input type="checkbox"/> takeoff	<input type="checkbox"/> descent	<input type="checkbox"/> landing				
	<input type="checkbox"/> initial climb	<input type="checkbox"/> initial approach	<input type="checkbox"/> other: _____	<input type="checkbox"/> initial climb	<input type="checkbox"/> initial approach	<input type="checkbox"/> other: _____				
Route in Use	<input type="checkbox"/> airway (ID): _____	<input type="checkbox"/> STAR (ID): _____	<input type="checkbox"/> visual approach	<input type="checkbox"/> airway (ID): _____	<input type="checkbox"/> STAR (ID): _____	<input type="checkbox"/> visual approach				
	<input type="checkbox"/> direct	<input type="checkbox"/> oceanic	<input type="checkbox"/> none	<input type="checkbox"/> direct	<input type="checkbox"/> oceanic	<input type="checkbox"/> none				
	<input type="checkbox"/> SID (ID): _____	<input type="checkbox"/> vectors	<input type="checkbox"/> other: _____	<input type="checkbox"/> SID (ID): _____	<input type="checkbox"/> vectors	<input type="checkbox"/> other: _____				
If more than two aircraft were involved, please describe the additional aircraft in the "Describe Event/Situation" section.										
LOCATION					CONFLICTS					
Altitude: _____ (single value)	<input type="checkbox"/> MSL	<input type="checkbox"/> AGL	Estimated miss distance in feet: horiz _____ vert _____							
Distance: _____ and/or Radial (bearing): _____ from:	Was evasive action taken? <input type="checkbox"/> Yes <input type="checkbox"/> No									
<input type="checkbox"/> Airport _____	<input type="checkbox"/> ATC Fac _____	Was TCAS a factor? <input type="checkbox"/> TA <input type="checkbox"/> RA <input type="checkbox"/> No								
<input type="checkbox"/> Intersection _____	<input type="checkbox"/> NAVAID _____	Did terrain warning system activate? <input type="checkbox"/> Yes <input type="checkbox"/> No								

NASA ARC 277B (May 2009) GENERAL OMB No. 2700-0172 Exp 7/31/2022



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



Submitting a Report: The Form

On the Bottom: The Narrative

This detailed written description of the safety concern is the heart of the report.

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.

Tell Us Your Story

“The usefulness of incident reporting lies in the insights that can be gained from careful study of the narratives submitted, in all their contextual richness, not in quantitative knowledge one can gain from counting adverse events.”

(Charlie Billings)



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



Submitting a Report: The Form

The Narrative: Tips for Writing Your Safety Story

Example: Insufficient information

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.

WHO? WHERE? WHEN? WHY?

I operated my drone 92 feet above the allowed altitude.

More specifics and lessons learned are desired

Example: Excellent information

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.

WHO: As the Remote Pilot in Command (RPIC), I was operating

WHERE: a two-pound small UAS quadcopter for a training flight

WHEN: in an open field in uncontrolled airspace. It was daytime

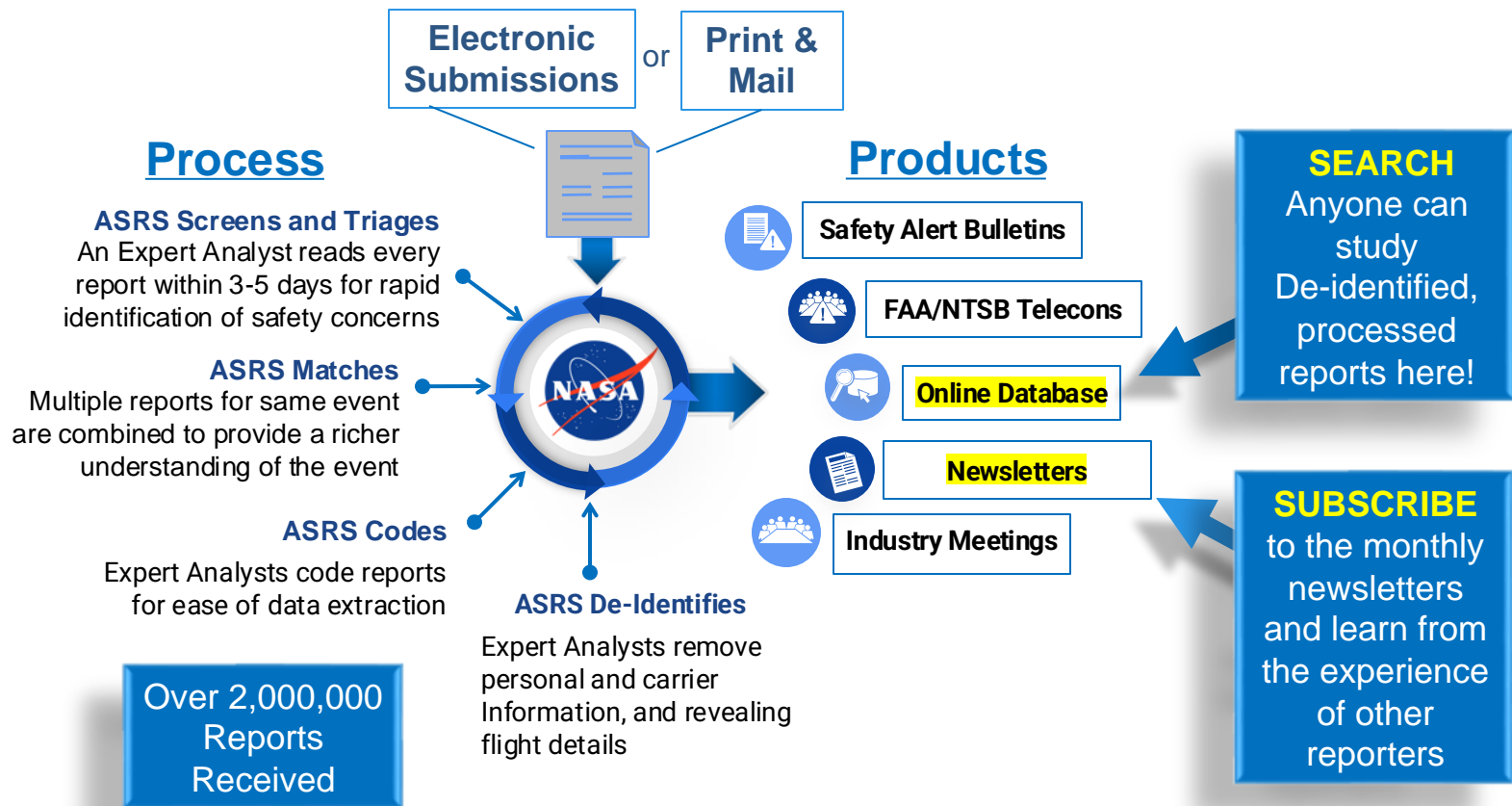
WHAT: with clear skies. My drone was flying at 150 meters, which is 492 feet above ground, a FAA violation. The unit of measurement on the remote control was inadvertently set to metric (meters) instead of imperial (feet). I failed to notice this during the pre-flight inspection. I have added an item to my pre-flight checklist to ensure this does not happen again.

WHY:



ASRS Report Process and Products


You Submit a Report























ASRS Products You Can Access: Database Online


Direct search access to de-identified reports is available in the **ASRS Database Online (DBOL)**

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 <ul style="list-style-type: none"> Report Number (ACN) was [number] Date of Incident was between [date] and [date]	Place <ul style="list-style-type: none"> Location was [identifier] State was [abbreviation]
Environment <ul style="list-style-type: none"> Flight Conditions were [conditions] Lighting was [conditions] Weather was [element]	Person <ul style="list-style-type: none"> Reporter Organization was [organization] Reporter Function was [position]
Aircraft <ul style="list-style-type: none"> Federal Aviation Regs (FAR) Part was [regulation] Flight Plan was [type] Flight Phase was [phase] Make/Model was [aircraft type] Mission was [operation]	Event Assessment <ul style="list-style-type: none"> Event Type was [analysis] Detector was [equipment/human] Primary Problem was [incident factor] Contributing Factors were [contributing factor] Human Factors (since 6/09) were [human factor] Result was [consequence]

Text: Narrative / Synopsis
 Text contains [words]

Sample Searches:

FAR Part:
Part 107, 44809/Rec, Public Ops

Reporter Function:
Remote Pilot in Command
Person Manipulating Controls
Visual Observer

Mission:
Agriculture
Photography / Video
Surveying/Mapping
Recreational/Hobby
Public Safety
Observation/Surveillance

Event:
Unauthorized Flight Ops
Fly Away
Loss of VLOS

<https://asrs.arc.nasa.gov/search/database.html>



QUESTIONS?

Additional Information & Resources

- ✓ Confidentiality & Incentives to Report
<https://asrs.arc.nasa.gov/overview/confidentiality.html>
- ✓ Immunity Policies
<https://asrs.arc.nasa.gov/overview/immunity.html>
- ✓ Requesting ASRS Data
<https://asrs.arc.nasa.gov/search/requesting.html>

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