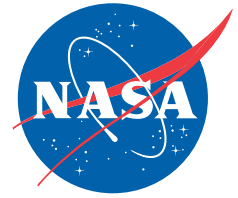




Tell Your Story to ASRS



A Call For Runway Incursion Incident Reports Occurring At Towered Airports

If you have recently been involved in a runway incursion event at a Towered airport, tell NASA's Aviation Safety Reporting System (ASRS) about it. You can help support an FAA effort to reduce the frequency and danger of these events.

For the purposes of this study, a runway incursion is an inappropriate crossing of a runway hold line, and/or entry onto an active or occupied runway, whether or not a loss of separation with another aircraft occurs.

At the request of the FAA, the ASRS will be conducting detailed telephone interviews (called "structured callbacks") with pilots and air traffic controllers who report runway incursion incidents to the ASRS. Reporter participation is voluntary, and all identifying information (names, company affiliations, etc.) will be removed before ASRS research data are given to the FAA. The ASRS callback effort will begin in June 2001. Based on your reports, the FAA will use the information to evaluate runway incursion issues at Towered airports.

Here's how the structured callback works:

- 1 You report a runway incursion incident to the ASRS, using a standard NASA/ASRS form ("General Form," NASA ARC 277B, or "Controller Form," NASA ARC 277A) available from the ASRS website at <http://asrs.arc.nasa.gov>, from your company, from your ATC facility, from a Flight Service Station, or you may call ASRS office at (650) 969-3969 to request a form.
- 2 After ASRS receives your report, a member of the ASRS analyst staff will contact you at the phone number given on your reporting form identification strip, and ask whether you're willing to participate in a telephone questionnaire about the incident. If you are, the analyst will make an appointment to call you back at a convenient time.
- 3 The interview itself will take approximately 45 minutes. If there are questions you are unable to answer, the interviewer will skip these.

Many pilots and controllers who have participated in past ASRS structured callback efforts have found this experience interesting and rewarding. In addition to supplying important research information that might not be included in a written ASRS report, the interview process provides a unique way for pilots and controllers to help improve the system and give something back to aviation.

So, if you are a pilot or a controller who has been involved in a runway incursion event at an airport with an operating Tower, ASRS is waiting to hear your story.

Obtain NASA } <http://asrs.arc.nasa.gov>
Forms (NASA ARC 277B) } or call us at 650.969.3969

