

# Pilot and Controller Incident Reporting

## WakeNet Europe

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# Aviation Safety Reporting System (ASRS)

- **Voluntary Incident Reporting System**
  - Run by NASA
  - Non-punitive
  - Aviation experts analyze the reports, pull additional data as necessary and available
  - Results in de-identified incident reports available to public
- **Wide range of incidents reported**
  - Runway incursions
  - Loss of separation
  - Near Mid-Air Collision
  - Wake Encounters
  - Company Aviation Safety Action Programs (ASAPs) reports do make their way into this system



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# ASRS (continued)

- **Not all reports are investigated**
  - Time intensive for experts
  - Cost
- **Investigation priorities naturally emphasize**
  - severe loss of separation
  - Injury to crew or passengers
  - etc.
- **As changes are made to the NAS, priorities for ASRS investigation can be expanded**
  - US Domestic RVSM
  - Wake encounters (for STL waiver, etc)



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# Modifications to ASRS

- **Web based reporting now possible (hardcopy reporting still available)**
  - Designed to ask questions pertinent to the kind of report being made
  - Keys on type of incident, location
- **Added wake encounter reporting form specific to STL to support the FAA Safety Management System process**
  - Designed to address some specific hazards identified by stakeholders
  - Implemented before procedure change in STL to get baseline
  - Updated the wake encounter severity definitions based on stakeholder input
- **Voluntary Reporting System is reasonable for STL because all hazards were quantified as low risk**



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# Risk Matrix for STL Waiver

Severity Likelihood	No Safety Effect 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Frequent A					
Probable B	2, 3, 4, 7, DFS-25				
Remote C		1, 5			
Extremely Remote D			8, 14, 16, 17		
Extremely Improbable E	13			9, 15	*

\* Unacceptable with Single Point and Common Cause Failures

High Risk
Medium Risk
Low Risk

Ref: FAA SMS Manual Version 1.1



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