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.

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FLIGHT INFORMATION													
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Was a passenger directly involved in the event? ☐ Yes ☐ No							Was fire/smoke involved in the event? ☐ Yes ☐ No						
Did this event result in an injury? ☐ Yes ☐ No						Was there an evacuation during or							
to passenger? to crew?			□ Yes □ Yes		as a result of this event? ☐ Yes ☐ No					s □ No			
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NASA ARC 277C CABIN CREW OMB No. 2700-XXXX Exp. mm/dd/yyyy

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 00-46E. 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).

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NASA AVIATION SAFETY REPORTING SYSTEM POST OFFICE BOX 189 MOFFETT FIELD, CA 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

- How the problem arose - How it

- Contributing factors

How it was discovered
 Corrective actions

Page 2 of 3

HUMAN PERFORMANCE CONSIDERATIONS

- Perceptions, judgments, decisions - Actions or inactions

- Factors affecting the quality of human performance

DESCRIBE E	VENT/SITUAT	ION (continued)
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CHAIN OF EVENTS - How the problem arose - How it was discovered - Contributing factors - Corrective actions	Page 3 of 3	HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions - Factors affecting the quality of human performance