U

For immediate action of UNSAFE or UNAUTHORIZED drone operations contact local authorities.

DO NOT REPORT UAS 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.

IDENTIFICATION STRIP: *Please fill in all blanks to ensure return of ID strip to you.*
NO RECORD WILL BE KEPT OF YOUR IDENTITY. This section will be returned to you.

(SPACE BELOW RESERVED FOR ASRS DATE/TIME STAMP)

TELEPHONE NUMBERS where we may reach you for further details of this occurrence:

HOME Area _____ No. _____ Hours _____

OTHER Area _____ No. _____ Hours _____

NAME _____

ADDRESS/PO BOX _____

_____

CITY _____ **STATE** _____ **ZIP** _____

TYPE OF EVENT / SITUATION

_____

_____

DATE OF OCCURRENCE _____
(MM/DD/YYYY)

LOCAL TIME (24 hr. clock) _____
(HH:MM)

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

REPORTER

How were you involved in the UAS operation?	◯ Single Person Crew ◯ Multi-Person Crew ◯ Not Involved (e.g. eyewitness)
If part of a Multi-Person crew tell us:	Crew Size: _____ (total including reporter) Role at time of event: ☐ Person Manipulating Controls ☐ Visual Observer (select all that apply) ☐ Remote Pilot in Command (RPIC) ☐ Other Crew Member: _____
Reporter Location	◯ Outdoor / Field Station ◯ Indoor / Ground Control Station ◯ Repair Facility ◯ Other: _____
Time manipulating controls of UAS (Estimated Time, round to nearest quarter hour)	Total Time to Date in all UAS Make / Models: _____ hrs (e.g. 14.25) Time Last 90 Days in all UAS Make / Models: _____ hrs (e.g. 9.50) Time to Date in UAS Make / Model involved in event: _____ hrs (e.g. 0.75)
Manned aircraft flight experience (if applicable)	Total Time: _____ hrs
FAA Certificates / Ratings held	☐ Remote Pilot / Part 107 ☐ ATP - Manned ☐ Multiengine - Manned ☐ Private - Manned ☐ Flight Instructor - Manned ☐ N/A (non-certificated recreational flyer) ☐ Commercial - Manned ☐ Instrument - Manned ☐ Other: _____

WEATHER ELEMENTS

☐ Clear ☐ Haze/Smoke ☐ Snow ☐ Wind
☐ Fog ☐ Icing ☐ Thunderstorm ☐ Windshear
☐ Hail ☐ Rain ☐ Turbulence ☐ Other: _____

LIGHT / VISIBILITY

◯ Dawn ◯ Night
◯ Daylight ◯ Dusk

Cloud Ceiling _____ feet
Visibility _____ miles

AIRSPACE

☐ Class A ☐ Class D ☐ Special Use (e.g. MOA, Restricted, Prohibited)
☐ Class B ☐ Class E ☐ Temporary Flight Restriction (TFR)
☐ Class C ☐ Class G

AIRSPACE AUTHORIZATION PROVIDER

◯ Authorized Third Party (e.g. USS / UTM App, LAANC provider)
◯ FAA Authorization (e.g. FAA Drone Zone, Fixed Flying Site LOA)
◯ N/A (e.g. class G airspace)
◯ Other: _____

UAS INVOLVED IN EVENT

UAS Make / Model / Series: (or write "Homebuilt")	_____ (do not include registration or serial number)
Weight Category (at takeoff with payload)	◯ Micro UAS (< 0.55 lbs) ◯ Medium UAS (at or above 55 lbs < 1320 lbs) ◯ Small UAS (at or above .55 lbs & < 55 lbs) ◯ Large UAS (at or above 1320 lbs)
Configuration	◯ Multi-Rotor ◯ Fixed Wing ◯ Helicopter ◯ Hybrid (e.g. VTOL) ◯ Other: _____
How many UASs were you controlling? (at time of event)	_____
Rule Flying Under	◯ 91 (Private / non-commercial) ◯ 137 (Agricultural Operations) ◯ 107 (UAS) ◯ Public Aircraft Operations ◯ 133 (Helicopters w/ external loads) ◯ Limited Recreational Operations, 349 / 44809 ◯ 135 (Chartered / non-scheduled flights) ◯ Other: _____
Airworthiness Approval Certification (if applicable)	◯ Standard AC ◯ Special AC ◯ Special Authorization / Section 44807
Waivers / Exemptions / Authorizations	Were you operating under any Waivers / Exemptions / Authorizations? ◯ Yes ◯ No FAR Section Number / Other: _____

UAS INVOLVED IN EVENT (continued)

Operator
- ○ Air Carrier
- ○ Air Taxi
- ○ Commercial Operator
- ○ Government (local, state, federal, tribal)
- ○ Military
- ○ Recreational / Hobbyist
- ○ Other: _____

Mission
- ○ Agriculture
- ○ Banner Tow
- ○ Cargo / Freight / Delivery
- ○ Communications
- ○ Observation / Surveillance
- ○ Passenger
- ○ Photo Shoot / Video
- ○ Public Safety / Pursuit
- ○ Recreational / Hobbyist
- ○ Search & Rescue
- ○ Surveying / Mapping
- ○ Test Flight / Demonstration
- ○ Training
- ○ Utility / Infrastructure (Inspection)
- ○ Other: _____

Flight Operated As
- ○ VLOS (Visual Line of Sight)
- ○ BVLOS (Beyond VLOS)

With Visual Observer? ○ Yes ○ No

UAS Control Mode (at time of event)
- ○ Autonomous / Fully Automated
- ○ Waypoint Flying
- ○ Manual Control
- ○ Transitioning Between Modes

Flight Phase (at time of event) _____

Was the UAS flying in, near or over: (select all that apply)
- ☐ Aerial Show / Event (e.g. fireworks, airshow)
- ☐ Aircraft / UAS
- ☐ Airport / Aerodrome / Heliport
- ☐ Critical Infrastructure
- ☐ Crowds (e.g. sporting event, concert, festival)
- ☐ Emergency Services (e.g. police, fire)
- ☐ Indoors / Confined Spaces
- ☐ Moving Vehicles (e.g. highways, busy streets, bridges)
- ☐ Natural Disaster
- ☐ No Drone Zone (e.g. restricted airspace, local restrictions, TFRs)
- ☐ Open Space / Field
- ☐ People / Populated Areas (e.g. residential)
- ☐ Private Property
- ☐ Recreational Club / Fixed Flying Site
- ☐ Other: _____

UAS / AIRCRAFT 2 INVOLVED IN EVENT

Make / Model: (or describe) _____ ○ UAS ○ Manned Aircraft

UAS Weight Category
- ○ Micro UAS
- ○ Small UAS
- ○ Medium UAS
- ○ Large UAS

UAS Configuration
- ○ Multi-Rotor
- ○ Fixed Wing
- ○ Helicopter
- ○ Hybrid (e.g. VTOL)
- ○ Other: _____

Operator
- ○ Air Carrier
- ○ Air Taxi
- ○ Commercial Operator (UAS)
- ○ Corporate
- ○ Government (local, state, federal, tribal)
- ○ Military
- ○ Personal
- ○ Recreational / Hobbyist (UAS)
- ○ Other: _____

Flight Phase (at time of event) _____

If more than two aircraft or UAS was involved, please describe the additional aircraft / UAS in the "Describe Event / Situation" section.

UAS LOCATION

Altitude: _____ feet ○ AGL (above ground level) ○ MSL (mean sea level)

Closest Airport: _____ State: _____ Distance: (nautical miles) _____

Closest VOR / NAVAID: _____ State: _____ Distance: (nautical miles) _____

NEAR MISS CONFLICTS

Estimated miss distance from UAS / Aircraft:
Horizontal: _____ feet Vertical: _____ feet

How was the UAS / Aircraft conflict avoided?
- Operator commanded evasive action ○ Yes ○ No
- Collision avoidance system maneuver ○ Yes ○ No

CONTRIBUTING FACTORS

What factors may have contributed: (select all that apply)
- ☐ Airspace Authorization / Flight Planning App
- ☐ Command and Control (e.g. lost link, frequency interference)
- ☐ Environment (e.g. terrain, obstructions, lighting, fire)
- ☐ FAA Regulation Misinterpretation / Unaware
- ☐ Ground Control Station / Remote Control Transmitter (e.g. hardware failure, interface / display)
- ☐ Human Factors (e.g. fatigue, confusion, situational awareness)
- ☐ Software and Automation (e.g. geofencing, return to home)
- ☐ UA Equipment (e.g. components, sensors, payload)
- ☐ Weather Conditions (e.g. wind gust, lightning)
- ☐ Other: _____

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 was discovered
- Contributing factors
- Corrective actions

HUMAN PERFORMANCE CONSIDERATIONS
- Perceptions, judgments, decisions
- Actions or inactions
- Factors affecting the quality of human performance

Reset Form

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 00-46F. 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 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 (49CFR830).

Paperwork Reduction Act Statement - This information collection meets the requirements of 44 U.S.C. § 3507, as amended by section 2 of the Paperwork Reduction Act of 1995. You do not need to answer these questions unless we display a valid Office of Management and Budget control number. The OMB control number for this information collection is 2700-0172. We estimate that it will take about 30 minutes to read the instructions, gather the facts, and answer the questions. You may send comments on our time estimate above to: P.O. Box 189 Moffett Field, CA 94035-0189.

If you want to mail this form, please fold pages, enclose in a sealed, stamped envelope, and mail to:

NASA AVIATION SAFETY REPORTING SYSTEM
POST OFFICE BOX 189
MOFFETT FIELD, CA 94035-0189

DESCRIBE EVENT / SITUATION (continued)

CHAIN OF EVENTS
- How the problem arose
- How it was discovered
- Contributing factors
- Corrective actions

HUMAN PERFORMANCE CONSIDERATIONS
- Perceptions, judgments, decisions
- Actions or inactions
- Factors affecting the quality of human performance