

TIME BEGUN (MILITARY)..... [] [] : [] []
 (FILLS)

INTERVIEWER: DATE OF INTERVIEW IS BEING RECORDED AS
 (START DATE).

IS THIS THE CORRECT DATE:

NO (RECORD DATE OF INTERVIEW)..... 0
 YES 1

START DATE [] [] / [] [] / [] []
 MONTH DAY YEAR

START DATE = 60 DAYS BEFORE END DATE

END DATE [] [] / [] [] / [] []
 (FILLS) MONTH DAY YEAR

END DATE = DAY BEFORE DAY OF INTERVIEW

SECTION A: BACKGROUND QUESTIONS

INTRODUCTION: I'm going to begin the interview with a few questions about your general flying experience.

- GA1.** Do you hold an A.T.P certificate or instrument rating?
 ATP=AIRLINE TRANSPORT PILOT
- NO (SKIP TO A2) 0
 YES (ASK A) 1
 RF (SKIP TO A2) 7
 DK (SKIP TO A2) 8
- A.** Are you I.F.R. current?
 IFR = INSTRUMENT FLIGHT RULES
- NO 0
 YES 1
 RF 7
 DK 8
- GA2.** During your **life**, approximately how many **hours in total** have you flown as a pilot? Include all types of flying including FAR Part 121 air carrier operations, air taxi or other operations under FAR Part 135, general aviation flying under FAR Part 91, as well as military service and ultralight flying.
- TOTAL HOURS DURING LIFE [] [] , [] []
 RF 99 997
 DK 99 998

INTRODUCTION: The rest of the questions will refer to your flying experience during the last 60 days prior to today. Whenever I say the "last 60 days," I am referring to the period from (START DATE) through (END DATE). Also, for all these questions, I will be asking you about events when you flew as a pilot in command or copilot logging hours in your official FAA logbook under FAR Part 121, Part 135 or Part 91. First I would like to ask a few questions about the type of flying you have done in the last 60 days.

GA3. During the last 60 days, how many **hours** did you fly as a pilot or copilot under FAR Part 121, Part 135, or Part 91?

TOTAL HOURS FLOWN LAST 60 DAYS
 NO HOURS: TERMINATE INTERVIEW, CODE "NOT ELIGIBLE."

DO NOT INCLUDE MILITARY OR ULTRALIGHT FLYING HERE.

IF HOURS IN A3 ARE ABOVE 300, ASK A. OTHER RESPONSES SKIP TO A4

A. I'd just like to verify. You said you flew (# A3) **hours** during the last 60 days. Is this correct?

NO (ASK B).....
 YES..... (SKIP TO A4)
 RF (SKIP TO A4)
 DK..... (SKIP TO A4)

B. During the last 60 days, how many **hours** did you fly?

HOURS
 RF 99
 DK..... 99

AS A PILOT OR COPILOT UNDER FAR PART 121, PART 135 OR PART 91.

GA4 IF S4 DOES NOT = 1, SKIP TO GA5.
 How many of these (# A3 OR A3B) hours did you fly as an airplane pilot or copilot **under FAR Part 121 air carrier operations?**

OF HOURS FAR PART 121
 RF 997
 DK..... 998

HOURS CANNOT EXCEED HOURS IN A3/A3B.

FAR PART 121 REGULATIONS GOVERN THE SCHEDULED FLIGHT OPERATIONS OF COMMERCIAL AIRLINES AND AIR CARRIERS. PART 121 COVERS LARGE JET OR PROPELLER-DRIVEN AIRCRAFT WITH A SEATING CAPACITY OF MORE THAN 30 PASSENGERS AND/OR OVER 12,500 LBS GROSS WEIGHT.

GA5 How many of these (# A3 OR A3B) hours did you fly as a pilot or copilot **for air taxi or other operations under FAR Part 135?**

HOURS UNDER FAR 135.....
 RF 997
 DK..... 998

HOURS CANNOT EXCEED HOURS IN A3/A3B MINUS A4. IF >0, ASK A. OTHERS, INCLUDING 997 AND 998, SKIP TO A6.

FAR PART 135 REGULATIONS GOVERN THE FLIGHT OPERATIONS OF THE SMALL (LESS THAN 12,500 LBS GROSS WEIGHT) COMMUTER AIRLINES AND AIR TAXI SERVICES. ALL UNSCHEDULED PASSENGER OR CARGO OPERATIONS ARE COVERED UNDER PART 135.

A. Of the (# A5) hours flown under Part 135, how many occurred in fixed-wing airplanes?

HOURS FAR 135 AIRPLANE
 RF 99
 DK..... 99

HOURS CANNOT EXCEED HOURS IN A5. IF A5A= A5, SKIP TO A6. IF <A5, 997 OR 998, ASK A5B.

B. Of the (# A5) hours flown under Part 135, how many occurred in helicopters?

# HOURS FAR 135 HELICOPTER.....			
RF.....	99		
DK.....	99		

HOURS CANNOT EXCEED HOURS IN A5 MINUS A5A.

GA6. How many of these (# A3 OR A3B) hours did you fly as a general aviation pilot or copilot under FAR Part 91?

HOURS UNDER FAR 91
 RF..... 997
 DK 998

**HOURS CANNOT EXCEED HOURS IN A3/A3B MINUS SUM (A4 PLUS A5).
 IF >0, ASK A. OTHERS, INCLUDING 997 AND 998, SKIP TO A7.**

FAR PART 91 REGULATIONS COVER BASIC AND GENERAL RULES FOR ALL AIRCRAFT OPERATIONS. PART 91 GOVERNS THE OPERATION OF BUSINESS AIRCRAFT AND AIRCRAFT USED BY GENERAL AVIATION PILOTS WHO FLY FOR PLEASURE.

A. Of the (# A6) hours flown under Part 91, how many occurred in fixed-wing airplanes?

HOURS FAR 91 AIRPLANE
 RF..... 997
 DK 998

**HOURS CANNOT EXCEED HOURS IN A6.
 IF A6A= A6, SKIP TO A7.
 IF <A6, 997 OR 998, ASK A6B.**

B. Of the (# A6) hours flown under Part 91, how many occurred in helicopters?

HOURS FAR 91 HELICOPTER
 RF..... 997
 DK 998

HOURS CANNOT EXCEED HOURS IN A6 MINUS A6A.

INTRODUCTION: Now I'd like to ask a few questions about the number of **takeoffs or flights** you made during the last 60 days. We use the terms "flight" throughout this interview to mean the period of time between each takeoff and landing, even if that time is short such as for instructors teaching students to land and "touch and goes." READ A7-A11 WHEN APPLICABLE.

TOUCH AND GOES = VERY SHORT FLIGHTS WHEN PRACTICING TAKEOFFS AND LANDINGS.

GA7. IF A4 = 0, 7, OR 8, SKIPT TO A8. IF A4 > 0, READ:
 During the (# A4) hours you flew as an **airplane pilot or copilot under FAR Part 121**, how many distinct **flight legs** did you experience?

OF LEGS/TAKEOFFS PART 121
 RF..... 997
 DK 998

GA8. IF A5A = 0, 7, OR 8, SKIP TO A9. IF A5A > 0, READ:
 During the (# A5A) hours you flew as an **airplane pilot or copilot under FAR Part 135**, how many **takeoffs** did you experience?

PART 135 AIRPLANE TAKEOFFS
 RF..... 997
 DK 998

IF A8 BLANK, 0, 997 OR 998, SKIP TO A9.

A. (For how many of these (# A8) flights/For this flight) were you the pilot in command?

PART 135 AIRPLANE PILOT IN COMMAND
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A8.

B. (How many of these (# A8) flights occurred/Did this flight occur) either all or in part during nighttime conditions?

PART 135 AIRPLANE FLIGHTS NIGHT
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A8.

C. (How many of these (# A8) flights occurred/Did this flight occur) under an I.F.R. flight plan?

PART 135 AIRPLANE IRF FLIGHTPLAN
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A8.

IFR = INSTRUMENT FLIGHT RULES

D. (How many of these (# A8) flights were/Was this flight) 50 nautical miles or more in length?

PART 135 AIRPLANE FLIGHTS LONG
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A8.

E. (How many of these (# A8) flights were/Was this flight) to or from international destinations other than Canada?

PART 135 AIRPLANE INTERNATIONAL
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A8.

GA9. IF A5B = 0, 7, OR 8, SKIP TO A10. IF A5B > 0, READ: During the (# A5B) hours you flew as a helicopter pilot or copilot under FAR Part 135, how many takeoffs did you experience?

PART 135 HELICOPTER TAKEOFFS
 RF 997
 DK 998

IF A9 BLANK, 0, 997 OR 998, SKIP TO A10.

A. (For how many of these (# A9) flights/For this flight) were you the pilot in command?

PART 135 PILOT IN COMMAND
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A9.

B. (How many of these (# A9) flights occurred/Did this flight occur) either all or in part during nighttime conditions?

PART 135 HELICOPTER FLIGHTS NIGHT
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A9.

C. (How many of these (# A9) flights occurred/Did this flight occur) under an I.F.R. flight plan?

PART 135 HELICOPTER FLIGHTPLAN
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A9.

IFR = INSTRUMENT FLIGHT RULES

D. (How many of these (# A9) flights were/Was this flight) 50 nautical miles or more in length?

PART 135 HELICOPTER FLIGHTS LONG
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A9.

E. (How many of these (# A9) flights were/Was this flight) to or from international destinations other than Canada?

PART 135 HELICOPTER INTERNATIONAL
 RF 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A9.

GA10. IF A6A = 0, 7, OR 8, SKIP TO A11. IF A6A > 0, READ: During the (# A6A) hours you flew as an airplane pilot or copilot under FAR Part 91, how many takeoffs did you experience?

PART 135 HELICOPTER TAKEOFFS
 RF 997
 DK 998

IF A10 BLANK, 0, 997 OR 998, SKIP TO A11.

A. (For how many of these (# A10) flights/For this flight) were you the pilot in command?

PART 91 AIRPLANE PILOT IN COMMAND.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A10.

B. (How many of these (# A10) flights occurred/Did this flight occur) either all or in part during nighttime conditions?

PART 91 AIRPLANE FLIGHTS NIGHT.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A10.

C. (How many of these (# A10) flights occurred/Did this flight occur) under an I.F.R. flight plan?

PART 91 AIRPLANE FLIGHTPLAN.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A10.

IFR = INSTRUMENT FLIGHT RULES

D. (How many of these (# A10) flights were/Was this flight) 50 nautical miles or more in length?

PART 91 AIRPLANE FLIGHTS LONG.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A10.

E. (How many of these (# A10) flights were/Was this flight) to or from international destinations other than Canada?

PART 91 AIRPLANE INTERNATIONAL.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A10.

GA11. IF A6B = 0, 7, OR 8, SKIP TO A12. IF A6B > 0, READ: During the (# A6B) hours you flew as a helicopter pilot or copilot under FAR Part 91, how many takeoffs did you experience?

PART 91 HELICOPTER TAKEOFFS.....
 RF..... 997
 DK 998

IF A11 BLANK, 0, 997 OR 998, SKIP TO A12.

A. (For how many of these (# A11) flights/For this flight) were you the pilot in command?

PART 91 PILOT IN COMMAND.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A11.

B. (How many of these (# A11) flights occurred/Did this flight occur) either all or in part during nighttime conditions?

PART 91 HELICOPTER FLIGHTS NIGHT.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A11.

C. (How many of these (# A11) flights occurred/Did this flight occur) under an I.F.R. flight plan?

PART 91 HELICOPTER FLIGHTPLAN.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A11.

IFR = INSTRUMENT FLIGHT RULES

D. (How many of these (# A11) flights were/Was this flight) 50 nautical miles or more in length?

PART 91 HELICOPTER FLIGHTS LONG.....
 RF..... 997
 DK 998

MUST BE EQUAL TO OR LESS THAN A11.

E. (How many of these (# A11) flights were/Was this flight) to or from international destinations other than Canada?

PART 91 HELICOPTER INTERNATIONAL.....
 RF..... 997
 DK..... 998

MUST BE EQUAL TO OR LESS THAN A11.

INTRODUCTION:

Earlier you indicated that during the last 60 days you flew (A5A+A6A OR A5B+A6B) hours as (an airplane/ a helicopter) pilot or copilot flying under FAR (Part 135/Part 91/Part 135 and Part 91). For the rest of the interview, I will be asking you about your experiences flying (airplanes/helicopters) during this period of time.

GA12. I am now going to read a list of different types of general aviation flying. Please tell me if those (# A5A+A6A OR A5B+A6B) hours involved any of these types of flying. Did you undertake any (airplane/ helicopter) flights (READ CATEGORIES)?

	NO	YES (ASK COL 1)	RF	DK	COL 1 Approximately how many hours would you say was devoted to (BOLD WORDS IN A9a-g)?
A. for flight instruction as the instructor? NOTE: INCLUDES CHECKOUT FLIGHTS	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
B. for flight instruction as the student? NOTE: INCLUDES CHECKOUT FLIGHTS	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
C. for corporate transportation as a pilot employee of a corporate flight department?..... NOTE: DOES NOT INCLUDE CHARTER FLIGHTS	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
D. as part of your own business activities?	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
E. for government or public purposes in aircraft owned or operated by government entities, sometimes called public use flights?	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
F. with paying passengers , also known as revenue passengers?	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
G. for cargo or freight transportation without any paying passengers?	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
H. for transporting patients or critical medical products such as organs for transplant or blood? .	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
I. for recreation or personal transportation not associated with business?.....	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
J. for any other purpose?	0	1	7	8	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>

1. What was the purpose? SPECIFY VERBATIM: _____

GA13 For the (# A5A+A6A OR A5B+A6B) hours you flew as (an airplane/a helicopter) pilot or copilot under FAR (Part 135/Part 91/Part 135 and Part 91) in the last 60 days, please tell me all of the (airplane/helicopter) makes and models you flew. RECORD VERBATIM. LIST ALL MODELS THEN ASK COLUMNS A AND B FOR EACH.

ASK COLUMN C ONLY IF NO MAKE/MODEL MATCH IN DROP DOWN SCREEN

MAKE/MODEL (IDENTIFY FROM DROP-DOWN LIST. IF NOT ON LIST, RECORD VERBATIM)	A.	B.	C.			
	During the last 60 days, how many hours did you fly the (MAKE/ MODEL)? HOURS SHOULD EQUAL SUM OF A5A + A6A, OR A5B + A6B.	How many engines does this aircraft have?	Is this an experimental airplane?			
			NO	YES	RF	DK
1. _____	<input type="text"/>	<input type="text"/>	0	1	7	8
2. _____	<input type="text"/>	<input type="text"/>	0	1	7	8
3. _____	<input type="text"/>	<input type="text"/>	0	1	7	8
4. _____	<input type="text"/>	<input type="text"/>	0	1	7	8
5. _____	<input type="text"/>	<input type="text"/>	0	1	7	8
6. _____	<input type="text"/>	<input type="text"/>	0	1	7	8

SECTION B: SAFETY RELATED EVENTS

INTRODUCTION:

My next set of questions are about safety related events. Just as a reminder, I'd like you to report only events that **you experienced flying under FAR** (Part 135/Part 91/Part 135 and Part 91) **on (an airplane/a helicopter) on which you were a pilot or copilot.** The first questions are about **equipment-related events.**

GER1. How many times during the last 60 days did (an airplane/a helicopter) on which you were a pilot or copilot divert to an alternate airport or return to land because of an aircraft equipment problem?

EQUIPMENT PROBLEMS.....

IF 0, SKIP TO ER2.

A. ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13. Which (airplane/helicopter) experienced this equipment problem (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

B. What systems caused the (most recent) diversion or return to land?

SPECIFY: _____

GER2-A. AIRPLANE ONLY

I am going to read a list of possible airplane malfunctions or failures. For each one, please tell me how many times during the last 60 days an **in-flight airplane** on which you were a pilot or copilot experienced any of these malfunctions or failures. If a piece of equipment does not apply, please answer "not applicable" rather than "zero." How many times did you experience (READ QUESTIONS):

COL. I.

ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13. Which aircraft experienced this malfunction or failure (most recently)? Was it (READ A13 MAKE/MODEL LIST)? **RECORD MAKE/MODEL # FROM A13.**

- A. Uncommanded movements of the speedbrakes?
- B. Uncommanded movements of the trim tabs?
- C. Uncommanded movements of the flaps?
- D. Failure of the trim system to operate?
- E. Failure of the landing gear to extend or retract? ...
- F. Failure of the flaps to extend or retract?

EXPERIENCES
(IF 0, SKIP TO NEXT)

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

G. Did you experience a malfunction or failure of any other aircraft device or system during the last 60 days?

- YES..... 1
- NO..... (SKIP TO ER3)..... 0
- RF..... (SKIP TO ER3)..... 7
- DK..... (SKIP TO ER3)..... 8
- NA..... (SKIP TO ER3)..... 9

- 1. ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13. Which (airplane/helicopter) experienced this equipment problem (most recently)? Was it (READ A13 MAKE/MODEL LIST)? RECORD MAKE/MODEL # FROM A13: _____
- 2. Which device or system malfunctioned or failed (most recently)? SPECIFY: _____

GER2-H HELICOPTER ONLY.

I am going to read a list of possible helicopter malfunctions or failures. For each one, please tell me how many times during the last 60 days an **in-flight helicopter** on which you were a pilot or copilot experienced any of these malfunctions or failures. If a piece of equipment does not apply, please answer "not applicable" rather than "zero". How many times did you experience (READ QUESTIONS)?

	# EXPERIENCES (IF 0, SKIP TO NEXT)	COL. I. ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13. Which helicopter experienced this malfunction or failure (most recently)? Was it (READ A13 MAKE/MODEL LIST)? RECORD MAKE/MODEL # FROM A13.
A. Uncommanded movements of the trim?	_ _ _	_____
B. Failure of the trim system to operate?.....	_ _ _	_____
C. Failure of the landing gear to extend or retract? ...	_ _ _	_____
D. Tail rotor failure?.....	_ _ _	_____
E. Failure of the hydraulic system?.....	_ _ _	_____
F. Valid transmission warning of potential failure?	_ _ _	_____

- G. Did you experience a malfunction or failure of any other aircraft device or system during the last 60 days?
 - YES..... 1
 - NO.....(SKIP TO GER3) 0
 - RF.....(SKIP TO GER3) 7
 - DK.....(SKIP TO GER3) 8
 - NA.....(SKIP TO GER3) 9

- 1. ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13. Which (airplane/helicopter) experienced this equipment problem (most recently)? Was it (READ A13 MAKE/MODEL LIST)? RECORD MAKE/MODEL # FROM A13: _____
- 2. Which device or system malfunctioned or failed (most recently)? SPECIFY: _____

GER3. How many times during the last 60 days did an inflight (airplane/helicopter) on which you were a pilot or copilot experience smoke, fire, or fumes that originated in (READ QUESTIONS)?

	COL. 1.	COL. 2.
	ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13. Which (airplane/helicopter) (most recently) experienced smoke, fire, or fumes in (ER3 A-E)? Was it (READ A13 MAKE/MODEL LIST)? RECORD MAKE/MODEL 3 FROM A13.	(Of the [# ER3 A-E] times there was smoke, fire, or fumes in the (ER3 A-E), how many involved/Did the smoke, fire, or fumes involve) electrical components or wiring?
# EXPERIENCES (IF 0, SKIP TO NEXT)		
A. the engine, engine compartment or nacelle (nuh-SELL)?	_ _ _	_ _ _
B. the cockpit?	_ _ _	_ _ _
C. the cargo or baggage area?.....	_ _ _	_ _ _
D. the passenger compartment area?.....	_ _ _	_ _ _
E. some place other than in the engine or nacelle (nuh-SELL), cockpit, cargo area, or passenger area?.....	_ _ _	_ _ _
1. SPECIFY WHERE: _____		

GER4. During the last 60 days, how many times did an inflight (airplane/helicopter) on which you were a pilot or copilot experience a precautionary engine shutdown?

PRECAUTIONARY ENGINE SHUTDOWNS |_|_|_|
IF 0, SKIP TO GER5.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/helicopter) experienced a precautionary engine shutdown (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER5. During the last 60 days, how many times did an inflight (airplane/helicopter) on which you were a pilot or copilot experience a total engine failure?

TOTAL ENGINE FAILURE |_|_|_|
IF 0, SKIP TO GER6.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) experienced a total engine failure (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER6. During the last 60 days, how many times did an inflight (airplane/helicopter) on which you were a pilot or copilot experience total loss of electrical power?

TOTAL ELECTRICAL FAILURE..... |_|_|_|
IF 0, SKIP TO GER7.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) experienced a total loss of electrical power (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER7. During the last 60 days when you were pilot or copilot, how many times did you discover that (an airplane/a helicopter) had incorrect or bogus parts installed?

TOTAL PARTS.....

IF 0, SKIP TO GER8.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) had incorrect or bogus parts installed (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER8. [How many times did you discover that] Cabin doors, baggage doors or cowlings opened inadvertently during flight?

TOTAL DOORS OPEN.....

IF 0, SKIP TO GER9.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) had doors or cowlings open inadvertently during flight (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER9. [How many times did you discover that] A door or window came off the aircraft while in flight?

TOTAL DOORS OFF.....

IF 0, SKIP TO GER10.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) had doors or windows come off while in flight (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER10. [How many times did you] experience a cargo shift or cargo coming loose?

TOTAL CARGO LOOSE

IF 0, SKIP TO GER11.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) experienced a cargo shift or cargo coming loose (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER11. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot fly or attempt to fly with fuel contaminated by water?

#TOTAL CONTAMINATED FUEL.....

IF 0, SKIP TO GER11.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) had water-contaminated fuel (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER12. [How many times did you] fly or attempt to fly with the wrong type of fuel?

TOTAL WRONG FUEL.....

IF 0, SKIP TO GER13.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) flew or attempted to fly with the wrong type of fuel (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

GER13. [How many times did you] experience a failure of the attitude indicator or artificial horizon?

TOTAL ATTITUDE INDICATOR.....

IF 0, SKIP TO GTU1.

A. **ASK ONLY IF MORE THAN ONE MAKE/MODEL IN A13.** Which (airplane/ helicopter) experienced this failure (most recently)? Was it (READ A13 MAKE/MODEL LIST)?

RECORD MAKE/MODEL # FROM A13: _____

B. (Of the [# ER13] times the attitude indicator failed, how many occurred/Did this failure of the attitude indicator occur) in instrument meteorological conditions or I.M.C? I.M.C. means the visibility was less than three miles and/or the ceiling was less than 1,000 feet above ground.

TOTAL ATTITUDE INDICATOR IN IMC.....

INTRODUCTION:
My next questions relate to **turbulence**.

GTU1. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot encounter severe turbulence that caused large abrupt changes in altitude, airspeed, or attitude?

CAUSED ABRUPT CHANGES.....

IF 0, SKIP TO TU2.

A. (Of the [# TU1] severe turbulence encounters, how many occurred/Did this severe turbulence encounter occur) in I.M.C. conditions?
I.M.C. = INSTRUMENT METEOROLOGICAL CONDITIONS

IN IMC CONDITIONS

THE AMOUNT IN TU1A CANNOT BE GREATER THAN THE AMOUNT IN TU1.

B. (Of the [# TU1] severe turbulence encounters, how many occurred/Did this severe turbulence encounter occur) in clear air?

IN CLEAR AIR

THE AMOUNT IN TU1A AND TU1B CANNOT BE GREATER THAN THE AMOUNT IN TU1.

C. (Of the [# TU1] severe turbulence encounters, how many resulted/Did this severe turbulence encounter result) in one or more occupants being injured?

INJURY EVENTS.....

GTU2. [During the last 60 days, how many times did you] Encounter wake turbulence that resulted in 45 or more degrees of aircraft roll?

RESULTING IN AIRCRAFT ROLL

INTRODUCTION:

My next questions are about **weather-related events while airborne.**

GWE1. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot lack accurate weather information when you needed it while airborne?

LACK WEATHER INFORMATION

IF 0, SKIP TO WE2.

A. (Of the [# WE1] times when you lacked accurate weather information, how many involved non-U.S. airports or controllers?/ Did this time when you lacked accurate weather information involve a non-U.S. airport or controller?)

INVOLVE NON-US AIRPORT OR CONTROLLER...

THE AMOUNT IN WE1A CANNOT BE GREATER THAN THE AMOUNT IN WE1.

B. (Of the [# WE1] times when you lacked accurate weather information, how many involved A-TIS (A-tis)?/Did this time when you lacked accurate weather information involve A-TIS (A-tis)?
ATIS=AUTOMATIC TERMINAL INFORMATION SYSTEM

INVOLVE ATIS.....

THE AMOUNT IN WE1B CANNOT BE GREATER THAN THE AMOUNT IN WE1.

C. (Of the [# WE1] times when you lacked accurate weather information, how many involved a Flight Service Station?/Did this time when you lacked accurate weather information involve a Flight Service Station?)
FLIGHT SERVICE STATION ALSO REFERRED TO AS F.S.S

INVOLVE FSS.....

THE AMOUNT IN WE1C CANNOT BE GREATER THAN THE AMOUNT IN WE1.

D. (Of the [# WE1] times when you lacked accurate weather information, how many involved Flight Watch? /Did this time when you lacked accurate weather information involve Flight Watch?)
FLIGHT WATCH = PART OF FSS SYSTEM USED PRIMARILY FOR PILOT REPORTS.

INVOLVE FLIGHT WATCH.....

THE AMOUNT IN WE1D CANNOT BE GREATER THAN THE AMOUNT IN WE1.

E. (Of the [# WE1] times when you lacked accurate weather information, how many involved the Automatic Weather Observation Service or Automatic Surface Observation Service?/Did this time when you lacked accurate weather information involve the Automatic Weather Observation Service or Automatic Surface Observation Service?)
AUTOMATIC WEATHER OBSERVATION SERVICE ALSO REFERRED TO AS A.W.O.S. AUTOMATIC SURFACE OBSERVATION SERVICE ALSO REFERRED TO AS A.S.O.S.

INVOLVE AWOS.....

THE AMOUNT IN WE1E CANNOT BE GREATER THAN THE AMOUNT IN WE1.

GWE2-A. AIRPLANE ONLY.
 [How many times did you] divert to an alternate airfield because of weather? # DIVERT TO ALTERNATE AIRFIELD
AIRPLANE GO TO WE3-A.

GWE2-H HELICOPTER ONLY.
 [How many times did you] divert to an alternate airfield, heliport or land because of weather? # DIVERT TO ALTERNATE AIRFIELD
HELICOPTER GO TO WE3-H.

GWE3-A AIRPLANE ONLY.
 [How many times did you] experience airframe icing that reduced the aircraft's ability to maintain altitude, speed, stability, or directional control? # EXPERIENCE AIRFRAME ICING

GWE3-H HELICOPTER ONLY.
 [How many times did you] experience airframe or rotor icing that reduced the aircraft's ability to maintain altitude, speed, stability, or directional control? # EXPERIENCE AIRFRAME ICING
AIRPLANE GO TO WE4

GWE4. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot encounter windshear or a microburst conditions that resulted in an airspeed deviation of 15 knots or greater? # ENCOUNTER WINDSHEAR/MICROBURST
AIRCRAFT SKIP TO CP1. HELICOPTER CONTINUE.

GWE5-H HELICOPTER ONLY.
 [How many times did you] experience loss of tail rotor effectiveness due to high density altitude? # ROTOR EFFECTIVENESS ALT

GWE6-H HELICOPTER ONLY.
 [How many times did you] experience loss of tail rotor effectiveness due to high winds? # ROTOR EFFECTIVENESS WINDS

GWE7-H HELICOPTER ONLY.
 [How many times did you] experience loss of the visible horizon due to white out or brown out conditions on either takeoff or landing? # IN BROWN OUT CONDITIONS

INTRODUCTION:
 My next question is about **passenger-related events**.

GCP1. During the last 60 days, how many times were you distracted by a passenger while in flight, through conversation or physical contact? # PAX DISTRACT
 INCLUDES TAPPING ON SHOULDER.

INTRODUCTION: My next questions are about **airborne conflicts**. Just as a reminder, we are only asking about events that you experienced flying during the last 60 days under FAR (Part 135/Part 91/Part 135 and Part 91) as (an airplane/a helicopter) pilot or copilot.

GAC1. How many times did you experience a bird strike? # BIRD STRIKES

GAC2. [How many times did you] Perform an evasive action to avoid an imminent in-flight collision with another aircraft that was never closer than 500 feet? # EVASIVE ACTIONS

GAC3. [How many times did you] Experience less than 500 feet of separation from another aircraft while both aircraft were airborne? # LESS THAN 500 FEET SEPARATION

INTRODUCTION: The next few questions are about **ground operations.**

GGE1. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot land at a location without a wind sock, wind vane, or other wind indicator device? # WIND INDICATOR.....

GGE2. [How many times did you] Take off, or attempt to take off, with control locks, pitot covers, or other protective gear still attached to the aircraft? # PROTECTIVE GEAR.....

INCLUDES BUT NOT LIMITED TO: GEAR FLAGS; ENGINE, INTAKE, OR EXHAUST PLUGS; TIE-DOWNS.

GGE3. [How many times did you] Experience an unplanned aborted or rejected takeoff? # REJECTED TAKEOFFS **HELICOPTER SKIP TO GE11**

GGE4-A. AIRPLANE ONLY. During the last 60 days, how many times did an airplane on which you were a pilot or copilot go off the edge of a runway or taxiway while taxiing? # GO OFF EDGE RUNWAY/TAXIWAY

GGE5-A. AIRPLANE ONLY. [How many times did you] Go off the **edge** of a runway while taking off or landing? # GO OFF EDGE OF RUNWAY

GGE6-A. AIRPLANE ONLY. [How many times did you] Go off the **end** of the runway? # GO OFF END OF RUNWAY

GGE7-A. AIRPLANE ONLY. During the last 60 days, how many times did an airplane on which you were a pilot or copilot inadvertently enter an active runway? # ENTER ACTIVE RUNWAY

GGE8-A. AIRPLANE ONLY. [How many times did you] begin takeoff while another aircraft occupied or was crossing the same runway? # TAKEOFF ROLL WITH OCCUPIED RUNWAY

GGE9-A. AIRPLANE ONLY.

[How many times did you] Land while another aircraft occupied or was crossing the same runway?

LAND ON OCCUPIED RUNWAY
HELICOPTER SKIP TO GE11. AIRPLANE CONTINUE.

GGE10-A. AIRPLANE ONLY.

[How many times did you] Hit or collide with a runway or taxiway light?

HIT LIGHTS

GGE11. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot hit a deer or other animal other than a bird?

HIT ANIMAL
HELICOPTER SKIP TO GE13. AIRPLANE CONTINUE.

GGE12-A. AIRPLANE ONLY.

[How many times did you] Collide or nearly collide with a ground vehicle?

COLLIDE WITH GROUND VEHICLE
IF 0, SKIP TO GE14.

A. (Of the [# GE12] collisions or near collisions with a ground vehicle, how many occurred/Did this collision or near collision with a ground vehicle occur) while your aircraft was on the ramp or apron?

ON RAMP/APRON/GATE AREA
THE AMOUNT IN GE12A CANNOT BE GREATER THAN THE AMOUNT IN GE12.

B. (Of the [# GE12] collisions or near collisions with a ground vehicle, how many occurred/Did this collision or near collision with a ground vehicle occur) while your aircraft was on the taxiway?

ON TAXIWAY
THE AMOUNT IN GE12A AND GE12B COMBINED CANNOT BE GREATER THAN THE AMOUNT IN GE12.

C. (Of the [# GE12] collisions or near collisions with a ground vehicle, how many occurred/Did this collision or near collision with a ground vehicle occur) while your aircraft was on the runway?

ON RUNWAY
THE AMOUNT IN GE12A, GE12B, AND GE12C COMBINED CANNOT BE GREATER THAN THE AMOUNT IN GE12. SKIP TO GE14.

GGE13-H. HELICOPTER ONLY.

[How many times did you] Collide or nearly collide with a ground vehicle?

COLLIDE WITH GROUND VEHICLE
IF 0, SKIP TO GE15.

A. (Of the [# GE13] collisions or near collisions with a ground vehicle, how many occurred/Did this collision or near collision with a ground vehicle occur) while your aircraft was operating at an airport, **not** a heliport?

AT AIRPORT
THE AMOUNT IN GE13A CANNOT BE GREATER THAN THE AMOUNT IN GE13.

B. (Of the [# GE13] collisions or near collisions with a ground vehicle, how many occurred/Did this collision or near collision with a ground vehicle occur) while your aircraft was operating at a heliport?
 NOT AT AN AIRPORT.

AT HELIPORT
THE AMOUNT IN GE13A AND GE13B COMBINED CANNOT BE GREATER THAN THE AMOUNT IN GE13.

C. (Of the [# GE13] collisions or near collisions with a ground vehicle, how many occurred/Did this collision or near collision with a ground vehicle occur) while your aircraft was operating at an unprepared landing site?

UNPREPARED SITE
THE AMOUNT IN GE13A, GE13B, AND GE13C COMBINED CANNOT BE GREATER THAN THE AMOUNT IN GE13. SKIP TO GE15.

GGE14-A. AIRPLANE ONLY.

During the last 60 days, how many times did an airplane on which you were a pilot or copilot nearly experience a ground collision with another aircraft while both aircraft were on the ground?

NEAR GROUND COLLISION
IF 0, SKIP TO GE15.

A. (Of the [# GE14] near collisions with another aircraft, how many occurred/Did this near collision with another aircraft occur) while your aircraft was on the ramp or apron?

ON RAMP/APRON/GATE AREA
THE AMOUNT IN GE14A CANNOT BE GREATER THAN THE AMOUNT IN GE14.

B. (Of the [# GE14] near collisions with another aircraft, how many occurred/Did this near collision with another aircraft occur) while your aircraft was on the taxiway?

ON TAXIWAY
THE AMOUNT IN GE14A AND GE14B COMBINED CANNOT BE GREATER THAN THE AMOUNT IN GE14.

C. (Of the [# GE14] near collisions with another aircraft, how many occurred/Did this near collision with another aircraft occur) while your aircraft was on the runway?

ON RUNWAY
THE AMOUNT IN GE14A, GE14B, AND GE14C COMBINED CANNOT BE GREATER THAN THE AMOUNT IN GE14.

GGE15. During the last 60 days, how many times did you experience a collision or near collision with anything other than an animal, a ground vehicle, or another aircraft while on the ground?

OTHER GROUND COLLISION
IF 0, SKIP TO AH1.

A. What were the objects you collided with or nearly collided with? SPECIFY.

SPECIFY: _____

INTRODUCTION: My next questions are about **aircraft handling-related events.**

GAH1. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot use some of its reserve fuel as defined by the FAR?

USE RESERVE FUEL

GAH2. [How many times did you] Accept an A.T.C. clearance that the (airplane/helicopter) could not comply with because of its performance limits?

ACCEPT CLEARANCE NOT COMPLY WITH

GAH3. [How many times did you] Lose sight of another aircraft from which the pilot or copilot was trying to maintain visual separation?

LOSE SIGHT OF AIRCRAFT
IF 0, SKIP TO AH4.

A. (Of the [# AH3] times your aircraft lost sight of another aircraft, how many occurred/Did losing sight of another aircraft occur) in marginal visual conditions of 3 miles or less?

IN MARGINAL VISUAL CONDITIONS
THE AMOUNT IN AH3A CANNOT BE GREATER THAN THE AMOUNT IN AH3.

GAH4. [How many times did you] **Inadvertently** land without clearance at an airport with an **active control tower**?

LAND W/O CLEARANCE

GAH5. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or co-pilot inadvertently begin takeoff without A.T.C. clearance at an airport **with an active control tower?**

TAKEOFF ROLL W/O CLEARANCE

ATC = AIR TRAFFIC CONTROL.

GAH6. [How many times did you] Inadvertently deviate from an assigned routing or A.T.C. vector for one minute or more?

DEVIATIONS.....

ATC = AIR TRAFFIC CONTROL.

GAH7. [How many times did you] Take off with an out-of-limit center of gravity?

TAKE-OFF OUT-OF-LIMIT CENTER OF GRAVITY.....

GAH8. [How many times did you] Take-off overweight?

TAKE-OFF OVERWEIGHT
**HELICOPTER SKIP TO AH10.
 AIRPLANE CONTINUE.**

GAH9-A. AIRPLANE ONLY. [How many times did you] Commence take-off roll with an improper aircraft configuration?

WITH IMPROPER CONFIGURATION.....

GAH10. As a reminder, these questions still refer to the last 60 days. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or co-pilot experience an unintended unusual attitude for any reason?

UNUSUAL ATTITUDE.....
**AIRPLANE SKIP TO AH11.
 HELICOPTER CONTINUE.**

UNUSUAL ATTITUDE = AIRCRAFT OUTSIDE NORMAL FLIGHT PARAMETERS FOR CLIMBING, DESCENDING OR TURNING.

GAH11-H. HELICOPTER ONLY. [How many times did you] Experience a valid low rotor R.P.M warning for any reason? RPM = REVOLUTIONS PER MINUTES.

LOW RPM WARNING.....
**HELICOPTER SKIP TO AH12.
 AIRPLANE CONTINUE.**

GAH11-A. AIRPLANE ONLY. [How many times did you] Experience an unintentional stall or valid stall warning?

STALL WARNING/STICK SHAKER ACTIVATION...

GAH12. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or co-pilot nearly collide with terrain or ground obstruction or wires while airborne?
 INCLUDES BUILDINGS.

NEAR COLLISIONS/GROUND.....
**IF 0, AIRPLANE SKIP TO AH13,
 HELICOPTER SKIP TO A14.**

A. (Of the [# AH12] near collisions with terrain, ground obstruction or wires, how many were/Was this near collision with terrain, ground obstruction or wires)-brought to your attention by A.T.C.?

ATC BROUGHT TO YOUR ATTENTION
THE AMOUNT IN AH12A CANNOT BE GREATER THAN THE AMOUNT IN AH12.

ATC = AIR TRAFFIC CONTROL.

B. (Of the [# AH12] near collisions with terrain, ground obstruction or wires, how many were/Was this near collision with terrain, ground obstruction or wires) detected through direct sighting of the ground or obstruction?

DETECTED THROUGH DIRECT SIGHTING
THE AMOUNT IN AH12A AND AH12B COMBINED CANNOT BE GREATER THAN THE AMOUNT IN AH12.

C. (Of the [# AH12B] near collisions, how many involved just wires/Did this near collision involve just wires?)

INVOLVING WIRES
THE AMOUNT IN AH12G CANNOT BE GREATER THAN THE AMOUNT IN AH12.

GAH13-A. AIRPLANE ONLY. [How many times did you] **inadvertently** cross the runway threshold during the landing **approach** with the landing gear up?

CROSS WITH GEAR UP

A. (Of the [# AH13] times you approached with the landing gear up, how many times/The time you approached with the landing gear up,) did you **actually land** with the gear up?

LAND WITH GEAR UP
THE AMOUNT IN AH12G CANNOT BE GREATER THAN THE AMOUNT IN AH12.

GAH14. During the last 60 days, how many times did (an airplane/a helicopter) on which you were a pilot or copilot inadvertently enter airspace the aircraft was not cleared for?

UNCLEARED AIRSPACE

GAH15. How many times did you lose track of the natural horizon due to reduced visibility while flying under Visual Flight Rules?
 VISUAL FLIGHT RULES ALSO REFERRED TO AS V.F.Rs.

LOSE HORIZON

INTRODUCTION: The next few questions are about **altitude deviations.**

GAD1. How many times during the last 60 days did (an airplane/a helicopter) on which you were a pilot or copilot **inadvertently** deviate from an altitude assigned by A.T.C.?

ALTITUDE DEVIATIONS

GAD2. ASK ONLY IF (A8C/A10C OR A9C/A11C > 0. OTHERS SKIP TO AT1. Earlier, you indicated you flew (# A8C+A10C OR A9C +A11) I.F.R. flights. (For how many of these flights/For this flight), did you descend below Minimum Safe Altitude when you were **not** following A.T.C. radar vectors?

NOT FOLLOWING ATC RADAR VECTORS
SHOULD NOT BE > THAN A8C +A10C OR A9C+A11C.

INTRODUCTION: The next few questions are about **interactions with air traffic control.**

GAT1. During the last 60 days, how many times was (an airplane/helicopter) on which you were a pilot or copilot unable to communicate with A.T.C. in a time-critical situation because of frequency congestion?

UNABLE TO COMMUNICATE WITH ATC
IF 0, SKIP TO AT2.

A. (Of these [# AT1] times you were unable to communicate with A.T.C. in a time-critical situation because of frequency congestion, how many occurred/Did the time you were unable to communicate with A.T.C in a time critical situation because of frequency congestion occur) **while on the ground?**

WHILE ON GROUND

THE AMOUNT IN AT1A CANNOT BE GREATER THAN THE AMOUNT IN AT1.

B. (Of these [# AT1] times you were unable to communicate with A.T.C. in a time-critical situation because of frequency congestion, how many occurred/Did the time you were unable to communicate with A.T.C in a time critical situation because of frequency congestion occur) **while airborne in the terminal area?**

WHILE AIRBORNE.....

THE COMBINED TOTALS IN AT1A AND AT1B CANNOT BE GREATER THAN THE AMOUNT IN AT1.

C. (Of these [# AT1] times you were unable to communicate with A.T.C. in a time-critical situation because of frequency congestion, how many occurred/Did the time you were unable to communicate with A.T.C in a time critical situation because of frequency congestion occur) **while en route?**

WHILE EN ROUTE

THE COMBINED TOTALS IN AT1A, AT1B, AND AT1C CANNOT BE GREATER THAN THE AMOUNT IN AT1.

GAT2. [How many times did you] fly at an undesirably high altitude or airspeed on approach due to an A.T.C. clearance?

HIGH ALTITUDE OR AIRSPEED

THIS INCLUDES BUT MAY NOT BE LIMITED TO "SLAM DUNK" APPROACHES.

GAT3. [How many times did you] leave a communications frequency with A.T.C to get a weather briefing?

LEAVE FREQ FOR WEATHER.....

GAT4. How many times during the last 60 days were you informed that (an airplane/a helicopter) on which you were a pilot or copilot missed a transmission from A.T.C?

MISS TRANSMISSION.....

IF 0, SKIP TO AT5.

A. (Of the [# AT4] times you missed a transmission from A.T.C, how many occurred/Did the time you missed a transmission from A.T.C. occur) **due to being on the wrong frequency?**

WRONG FREQUENCY.....

THE AMOUNT IN AT4A CANNOT BE GREATER THAN THE AMOUNT IN AT4.

B. (Of the [# AT4] times you missed a transmission from A.T.C, how many occurred/Did the time you missed a transmission from A.T.C occur) **due to high cockpit noise?**

COCKPIT NOISE

**THE AMOUNT IN AT4A CANNOT BE GREATER THAN THE AMOUNT IN AT4.
IF = 0, SKIPT TO AT5.**

1. (Of the [# AT4B] times you missed a transmission due to high cockpit noise, for how many were you/Were you) **wearing a communication headset at the time?**
THIS INCLUDES HELMETS WITH INTEGRAL HEADSET SPEAKERS.

HEADSET

THE AMOUNT IN AT4B1 CANNOT BE GREATER THAN THE AMOUNT IN AT4B.

GAT5 How many times did you receive out of date, inaccurate or no information about relevant NOTAMS (**NO**-tams)?

NOTAMS

--	--	--

NOTAMS = NOTICES TO AIRMEN.

INTRODUCTION: This section of the interview focuses on weather-related issues, beginning with **weather planning for your flights**. Just as a reminder, we are still only asking about events that you experienced during the last 60 days flying under FAR (Part 135/Part 91 Part 135 and Part 91) as (an airplane/a helicopter) pilot or copilot. Again, we use the terms “flight” throughout this interview to mean the period of time between each takeoff and landing, even if that flight time is short such as for instructors teaching students to land or undertaking “touch and goes.”

GC1. Earlier in the interview, you indicated you made [#A8+A10 airplane/A9+A12 helicopter] takeoff(s) during the last 60 days. (For how many of these flights did you obtain pre-flight weather information? /On this flight, did you obtain pre-flight weather information?)

FLIGHTS WEATHER BRIEFING

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+ A11 FOR HELICOPTER. IF 0, SKIP TO C3.

A. How many times was preflight information obtained by (READ QUESTIONS)?

1. Commercial TV, radio, or cable weather broadcast that **was not** specific to aviation.....

2. Commercial TV, radio, or cable weather broadcast that **was** specific to aviation

3. Company provided weather from a dispatcher

4. DUATS (DO-whats) or other computer-accessed aviation weather services (DUATS = COMPUTER-BASED WEATHER SERVICE PROVIDED BY THE FAA)

5. Pre-recorded Flight Service Station Weather Briefs FLIGHT SERVICE STATION = F.S.S.

6. Verbal briefings with FAA flight service station specialists FLIGHT SERVICE STATION ALSO REFERRED TO AS F.S.S.

7. Did you obtain pre-flight weather information in some other way? YES 1
 NO (SKIP TO C2) 0
 RF (SKIP TO C2) 7
 DK (SKIP TO C2) 8

a. How did you obtain the weather information? SPECIFY.

SPECIFY: _____

GC2. IF ONLY ONE QUESTION ANSWERED IN C1A1-7, SKIP TO C2A. You said you used the following pre flight weather information sources in the last 60 days (LIST ITEMS CODED ONE OR HIGHER IN C1A1-7). Which did you use most recently? CODE ONLY ONE.

- COMMERCIAL SOURCES NOT SPECIFIC TO AVIATION 01
- COMMERCIAL SOURCES SPECIFIC TO AVIATION..... 02
- COMPANY PROVIDED WEATHER INFORMATION 03
- DUATS OR OTHER COMPUTER ACCESSED WEATHER..... 04
- THE PRE-RECORDED FLIGHT SERVICE STATION..... 05
- A VERBAL F.A.A. BRIEFING..... 06
- OTHER PREFLIGHT INFORMATION 07
- RF 97
- DK 98

- A. How understandable was the weather information you received most recently from (SOURCE LISTED IN C2/SINGLE SOURCE IN C1A1-7)? Would you say it was (READ OPTIONS)?
- B. How accurate was that weather information you received most recently from (SOURCE LISTED IN C2/SINGLE SOURCE IN C1A1-7) in relation to the weather conditions you encountered during flight? Would you say the information was (READ OPTIONS)?
- C. How much time elapsed between your most recent weather briefing and the time of takeoff?

- Not at all understandable 1
- Slightly understandable 2
- Moderately understandable 3
- Very understandable 4
- Extremely understandable 5
- RF 7
- DK 8
- Not at all accurate..... 1
- Slightly accurate..... 2
- Moderately accurate..... 3
- Very accurate 4
- Extremely accurate..... 5
- RF 7
- DK 8
- HOURS
- MINUTES

GC3. In which state or states do you primarily fly?

RECORD UP TO 3 STATES USING STATE CODE LIST BELOW. IF PILOT GIVES OTHER TYPE OF ANSWER (E.G., "NORTHEAST"), RECORD.

- STATE 1.....
- STATE 2.....
- STATE 3.....
- OTHER..... (SPECIFY)..... 55

1. RECORD OTHER ANSWER: _____

GC4. As a reminder, we are still only asking about events that you experienced flying under FAR (Part 135/Part 91/Part 135 and Part 91) as (an airplane/a helicopter) pilot or copilot (Of the [#A8+A10 airplane/A9+A11 helicopter] takeoffs you made during the last 60 days, how many of these flights were/Was the takeoff you made during the last 60 days) conducted under V.F.R flight rules?

TAKEOFFS UNDER VFR

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9 + A11 FOR HELICOPTER.

VFR = VISUAL FLIGHT RULES: VISIBILITY GREATER THAN 3 MILES AND CEILING GREATER THAN 1,000 FEET ABOVE GROUND LEVEL.

GC5. Do you, or your organization, apply pre-flight V.F.R weather minimums that are more conservative than those required by the F.A.A?

- NO..... (SKIP TO C6) 0
- YES 1
- RF (SKIP TO C6) 7
- DK (SKIP TO C6) 8

IF PILOT MENTIONS IFR HERE, LET HIM/HER KNOW WILL BE GETTING TO IFR LATER IN THE INTERVIEW.

A. Under those more conservative weather minimums, what is the minimum number of **miles of visibility** you or your organization require?
TYPE ENTIRE NUMBER, INCLUDING DECIMAL.

MILES VFR MIN VISIBILITY

B. Under those more conservative weather minimums, what is the minimum **ceiling in feet** that you or your organization require?

FEET VFR MIN CEILING

INTRODUCTION: My next questions are about the weather related issues **during** the flights.

GC6. Again, you indicated you made [#A8+A10 airplane/ A9+A11 helicopter] takeoff(s) as a pilot or copilot during the last 60 days. (On how many of these flights/On that flight) did poor weather result in you losing track of your position?

LOST DUE TO WEATHER

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+A11 FOR HELICOPTER. IF 0, SKIP TO C7.

A. (For the most recent flight/For that flight), what was the visibility in miles?
TYPE ENTIRE NUMBER, INCLUDING DECIMAL.

VISIBILITY IN MILES

GC7. (In how many of the [#A8+A10 airplane/A9+A11 helicopter] flights did you experience spatial disorientation from poor visibility due to weather/On that flight did you experience spatial disorientation from poor visibility due to weather?)

TIMES SPATIAL DISORIENTATION

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+A11 FOR HELICOPTER. IF 0, SKIP TO C8.

A. (How many of these flights occurred at night? / Did that flight occur at night?)

SPATIAL DISORIENTATION AT NIGHT

CANNOT BE GREATER THAN C7.

B. For (the most recent/that) time you experienced spatial disorientation due to weather, what was the estimated visibility in miles?
TYPE ENTIRE NUMBER, INCLUDING DECIMAL

VISIBILITY IN MILES

GC8. Again, you indicated you made [#A8+A10 airplane/ A9+A11 helicopter] takeoff(s) as a pilot or copilot during the past 60 days. (On how many of the these flights/On that flight) did you inadvertently enter instrument meteorological conditions, or I.M.C., while on (a/that) V.F.R flight?

INADVERTENT IMC

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+A11 FOR HELICOPTER. IF 0, SKIP TO C9.

IMC = INSTRUMENT METEOROLOGICAL CONDITIONS:
VISIBILITY LESS THAN 3 MILES AND/OR CLOUD CEILING LESS THAN 1,000 FEET ABOVE GROUND LEVEL.

VFR = VISUAL FLIGHT RULES: VISIBILITY GREATER THAN 3 MILES AND CEILING GREATER THAN 1,000 FEET ABOVE GROUND LEVEL

A. (How many times did this/Did this) occur at night?

IMC AT NIGHT

CANNOT BE GREATER THAN C8.

B. How did you resolve (the most recent/that inadvertent I.M.C problem? Did you (READ ANSWERS)?
CODE ALL THAT APPLY.

- Ask for A.T.C help without declaring an emergency 01
- Ask for A.T.C help and declare an emergency 02
- Reverse course 03
- Climb 04
- Descend 05
- File I.F.R. 06
- Do something else (SPECIFY) 07
- RF 97
- DK 98

1. How did you resolve that I.M.C. problem?

SPECIFY: _____

GC9. (On how many of the [#A8+A10 airplane/A9+A11 helicopter] flights/On that flight) you made during the last 60 days, did weather conditions result in you conducting a go-around or missed approach on landing?

GO AROUND

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+A11 FOR HELICOPTER. IF 0, SKIP TO C10.

A. (How many times was this go-around or missed approach/Was this go-around or missed approach) **due to poor visibility?**
PROMPT: PILOT CONDUCTED GO-AROUND OR MISSED APPROACH ON LANDING DUE TO WEATHER CONDITIONS.

GO AROUND VIS

CANNOT BE GREATER THAN C9.

B. (How many times was this go-around or missed approach/Was this go-around or missed approach) **due to high winds?**

GO AROUND WINDS

CANNOT BE GREATER THAN C9.

PROMPT: PILOT CONDUCTED GO-AROUND OR MISSED APPROACH ON LANDING DUE TO HIGH WINDS.

GC10. (On how many of the [#A8+A10 airplane/A9+A11 helicopter] flights/On that flight) did worsening weather conditions result in you diverting to an alternative landing site?

LAND DUE TO WEATHER

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+A11 FOR HELICOPTER. IF 0, SKIP TO C11.

A. (On the most recent/On that) flight when you diverted to an alternative landing site, how did you determine that the weather was worsening? Did you (READ ANSWERS)?
CODE ALL THAT APPLY.

- Receive an updated in-flight weather briefing from a Flight Service Station 1
- Observe the weather directly from the cockpit 2
- Obtain pilot reports from other pilots using Flight Watch ... 3
- Do something else (SPECIFY) 4
- RF 7
- DK 8

1. How did you determine the weather was worsening?

SPECIFY: _____

THE FOLLOWING QUESTIONS ARE FOR VFR RATED PILOTS ONLY

DETERMINED FROM QUESTION A1=NO (0), ALL OTHERS, SKIP TO C15.

GC11. My next questions are about **instrument flying**. I'm going to ask a few questions about instrument flying you may have conducted on the [#A8+A10 airplane/A9+A11 helicopter] flights you flew as (an airplane/a helicopter) pilot or copilot over the last 60 days. (On how many of these flights /On that flight), did you find yourself flying V.F.R over a cloud deck, sometimes called "V.F.R on top," where you had to penetrate the cloud deck in order to land?
 VFR = VISUAL FLIGHT RULES: VISIBILITY GREATER THAN 3 MILES AND CEILING GREATER THAN 1,000 FEET ABOVE GROUND LEVEL.

VFR ON TOP

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+A11 FOR HELICOPTER. IF 0, SKIP TO C12..

A. (On the most recent/On that) flight when you flew V.F.R. over a cloud deck, how did you get through the cloud deck to land? Did you (READ CATEGORIES)?

- Ask for A.T.C. help without declaring an emergency 1
- Ask for A.T.C. help and declared an emergency 2
- Descended through the clouds without contacting anyone 3
- File I.F.R. 4
- Or something else (SPECIFY) 5
- RF 7
- DK 8

CODE ALL THAT APPLY.

1. How did you get through the cloud deck to land?

SPECIFY: _____

GC12. How many hours of instrument training have you received since you began to fly?

HOURS OF INSTRUMENT TRAINING

GC13. How many hours of training have you received in actual I.M.C conditions since you began to fly?

HOURS OF ACTUAL INSTRUMENT TRAINING

IMC = INSTRUMENT METEOROLOGICAL CONDITIONS: VISIBILITY LESS THAN 3 MILES AND/OR CLOUD CEILING LESS THAN 1,000 FEET ABOVE GROUND LEVEL.

GC14. How long ago was your last instrument training session?
 THIS INCLUDES BIENNIAL FLIGHT REVIEWS.

YEARS

MONTHS

DAYS

THE FOLLOWING QUESTIONS ARE FOR IFR RATED PILOTS ONLY

DETERMINED FROM QUESTION A1A=1, OTHERS, SKIP TO D1.

INTRODUCTION: My next questions are about **instrument flying**. Now I am going to ask a few questions about instrument flying you may have conducted as (an airplane/a helicopter) pilot or copilot.

GC15. (On how many of the [#A8+A10 airplane/A9+A11 helicopter] flights/On that flight) you conducted in the last 60 days did you file an I.F.R flight plan?
 IFR= INSTRUMENT FLIGHT RULES.

IFR FLIGHT PLANS

CANNOT BE GREATER THAN A8+A10 FOR AIRPLANE OR A9+A11 FOR HELICOPTER. IF 0, SKIP TO C16.

A. (Of these [# C15] flights when you filed an I.F.R flight plan, how many had I.M.C conditions at least part of the time/When you filed this I.F.R flight plan, did it have I.M.C conditions at least part of the time?
 IMC: = INSTRUMENT METEOROLOGICAL CONDITIONS: VISIBILITY LESS THAN 3 MILES AND/OR CLOUD CEILING LESS THAN 1,000 FEET ABOVE GROUND LEVEL.

#IMC CONDITIONS

CANNOT BE GREATER THAN C15.

GC16. Do you, or your organization, apply pre-flight **I.F.R** weather minimums that are more **conservative** than that required by the F.A.A?
 IFR= INSTRUMENT FLIGHT RULES.

YES 1
 NO (SKIP TO C17) 0
 RF (SKIP TO C17) 7
 DK (SKIP TO C17) 8

A. Under those more conservative I.F.R weather minimums, what is the minimum number of **miles of visibility** you or your organization require?

IFR MILES VISIBILITY

B. Under those conservative I.F.R weather minimums, what is the **minimum ceiling in feet** you require?

IFR IN FEET CEILING

GC17. IF C15 IS 0, 7,8 OR 9, SKIP TO C18. During the last flight you flew where you filed I.F.R, did the aircraft have (READ QUESTIONS)?

- A. Weather radar or thunderstorm detection equipment.....
- B. Autopilot, including wing levelers
- C. **AIRPLANES ONLY.** Anti-icing equipment that is approved for flight in icing conditions

	NO	YES	RF	DK
A.	0	1	7	8
B.	0	1	7	8
C.	0	1	7	8

GC18. (On how many of the [# FLIGHTS IN C15] flights when you filed an I.F.R flight plan/When you filed the I.F.R. flight plan), did you fly an instrument approach to land in I.M.C.?
 IMC = INSTRUMENT METEOROLOGICAL CONDITIONS: VISIBILITY LESS THAN 3 MILES AND/OR CLOUD CEILING LESS THAN 1,000 FEET ABOVE GROUND LEVEL.

INSTRUMENT LANDING IMC

IF 0, SKIP TO D1. CANNOT BE GREATER THAN C15.

A. During the (last) flight where you flew an instrument approach to landing in I.M.C conditions, what type approach was flown?
 DO **NOT** READ UNLESS REQUESTED.

I.L.S. (INSTRUMENT LANDING SYSTEM)..... 01
 V.O.R. (VERY-HIGH FREQUENCY OMNI RANGE) 02
 R.N.A.V. (RADAR NAVIGATION – R-nav) 03
 G.P.S. (GEODESIC POSITION SYSTEM) 04
 L.D.A. (LIMITED DESCENT ALTITUDE)..... 05
 S.D.F. (SIMPLIFIED DIRECTIONAL FACILITY)..... 06
 N.D.B. (NON-DIRECTIONAL BEACON)..... 07
 BACK COURSE I.L.S 08
 SOMETHING ELSE(ASK C18A1)..... 09
 RF 7
 DK 8

1. What other approach was flown?

SPECIFY: _____

B. During the (last) flight where you flew an instrument approach to landing in I.M.C conditions, what was the ceiling, in feet, during the approach?

# CEILING INSTRUMENT LANDING FEET	<input type="text"/>	<input type="text"/>	<input type="text"/>
RF	997		
DK	998		

C. During the (last) flight where you flew an instrument approach to landing in I.M.C., what was the visibility during the approach in miles or R.V.R?
RVR =RUNWAY VISUAL RANGE (IN FEET).

# VISIBILITY INSTRUMENT MILES	<input type="text"/>	<input type="text"/>	<input type="text"/>
RVR IN FEET	<input type="text"/>	<input type="text"/>	<input type="text"/>
RF	997		
DK	998		

GC19. IF A6 = 0, 7, 8 OR 9, SKIP TO D1. You indicated that you made [# C18] flight(s) on which you conducted an instrument approach to landing in I.M.C during the last 60 days. (How many of these approaches were/Was this approach) conducted under FAR part 91?

# INSTRUMENT PART 91	<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------------	----------------------	----------------------	----------------------

IF 0, SKIP TO D1.

GC20. As you may know, the F.A.A currently allows pilots flying under FAR Part 91 to conduct instrument approaches, but not landings, when the weather conditions at the instrument approach landing facility are below landing minimums.

A. Are you aware of these regulations?

YES	1
NO	0
RF	7
DK	8

B. You just indicated that you made [# C19] instrument approach[es] in I.M.C and under FAR Part 91 during the last 60 days. (How many of those times did you fly the/Did you fly that) approach with the reported weather conditions **below** the minimums for that approach as allowed by the F.A.A?

# INSTRUMENT BELOW MIN	<input type="text"/>	<input type="text"/>	<input type="text"/>
RF	997		
DK	998		

C. (On the most recent/On that) approach did the airport have on-site weather reporting?

YES	1
NO	0
RF	7
DK	8

D. (During how many of those approaches/During the approach) was the weather above the minimums when you landed?

# INSTRUMENT BELOW MIN LAND	<input type="text"/>	<input type="text"/>	<input type="text"/>
-----------------------------------	----------------------	----------------------	----------------------

SECTION D: QUESTIONNAIRE FEEDBACK

INTRODUCTION: I only have a couple more questions and these are about your reactions to the survey we have just done.

GD1. How confident are you that you accurately counted all of the safety-related events that I asked you about? Would you say you were (READ QUESTIONS)?

Not confident at all.....1
 Slightly confident.....2
 Moderately confident.....3
 Very confident4
 Extremely confident.....5
 RF7
 DK8

GD2. Were any of the questions I asked confusing, poorly worded, or ambiguous?

YES1
 NO (SKIP TO D3).....0
 RF (SKIP TO D3).....7
 DK (SKIP TO D3).....8

A. Could you please describe these question problems? RECORD VERBATIM. AT COMPLETION OF INTERVIEW, ENTER QUESTION NUMBER.

QUESTION NUMBER	RECORD VERBATIM

GD3. Are there any safety problems happening within the national aviation system that I did not ask about but that you think may be worth asking about in future surveys?

YES1
 NO (SKIP TO D4).....0
 RF (SKIP TO D4).....7
 DK (SKIP TO D4).....8

A. What are these problems?

SPECIFY: _____

GD4. Do **you** use the internet at home?

YES1
 NO0
 RF7
 DK8

GD5. Do you have any other comments or suggestions about this survey? RECORD VERBATIM.

ENDINT Again, thank you very much for your time and your help with this survey. Your input will help the aviation industry a great deal to measure the level of safety in the aviation system and will be held in confidence.

QUESTIONNAIRE LENGTH:

QUESTIONNAIRE LENGTH (MINUTES).....

--	--	--