



Flight Standards Service Runway Incursion Information Evaluation Program (RIIEP) Questionnaire **Maintenance Taxi Deviation (MTD)**

Complete this form through the Database Management Reporting System (DMRS) or electronically in Word®.

SECTION 1. RUNWAY INCURSION (RI)	OR SURFACE INCIDENT (SI)	INFORMATION Mark the appropriate box
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Date of event: _____ Interview Date: _____ Deviation #: _____

Region: _____ Airport: _____ PTRS #: _____

Location of Event (City/State): _____ FSDO Location: _____

ASI's Name: _____ ASI's Phone #: _____ ASI's email: _____

Aircraft Make: _____ Other Aircraft Make: _____

Aircraft: <12,500 lbs _____ >12,500 lbs _____ Other Aircraft: <12,500 lbs _____ >12,500 lbs _____

If other party was not an aircraft, what was it? Vehicle: _____ Person: _____ Other: _____ Specify: _____
Yes No

Have you submitted a NASA Aviation Safety Reporting System (ASRS) form? _____
Yes No

Have you applied to the ASAP? _____ Do you participate in the AMT Awards Program? _____

SECTION 2. MAINTENANCE TECHNICIAN INFORMATION
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1. How many maintenance technicians were on deck? I was solo 2 3
2. Which crewmember seat were you occupying in the aircraft when the event occurred? Left (Captain) Right (First Officer)
3. Which maintenance technician was at the controls when the event occurred? Left (Captain) Right (First Officer)
4. How familiar were you with the other maintenance technician(s)? We taxi together regularly We've taxied together once or twice We've never taxied together
5. Does your company have a training program for aircraft taxi operations? Yes No
6. Did you receive the required company training and qualification prior to operating the aircraft? Yes No N/A
7. Are you left or right seat qualified, or both? Left only Right only Both
8. Did your training consist of airport layout and complexity? Yes No Don't know
9. Did your training consist of airport signs and markings? Yes No
10. Are you familiar with pilot/controller phraseology? Yes No
11. Do you know the proper call sign to use when communicating with ground control? Yes No
12. Did you listen to ATIS? Yes No
13. Are you familiar with day and night operations at this airport? Yes No
14. Are you familiar with the required "read-back" procedures? Yes No
15. Are you familiar with emergency procedures (loss of situational awareness) in case of an emergency? Yes No
16. Are you familiar with "light gun signals?" Yes No
17. Are you familiar with special maintenance taxi routings on the airport? Yes No
18. Did you get a pre-taxi briefing? Yes No



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SECTION 3. THE OPERATION

19. During what part of the day did the event occur?	<input type="checkbox"/> Dawn	<input type="checkbox"/> Daytime	<input type="checkbox"/> Dusk	<input type="checkbox"/> Night				
20. How clearly could you see at the time the event took place?	<input type="checkbox"/> Clear, No Factor	<input type="checkbox"/> Glare from lights, sun, etc.	<input type="checkbox"/> IMC Only	<input type="checkbox"/> There was an obstruction (Explain in comments)				
21. If weather was a problem, describe the situation.	<input type="checkbox"/> Not weather related	<input type="checkbox"/> Rain, Hail, Freezing Rain	<input type="checkbox"/> Fog or Haze	<input type="checkbox"/> Snow, Ice, Sleet on Taxiway	<input type="checkbox"/> Snow obscured signs or markings	<input type="checkbox"/> Other, Explain		
22. Did you review the airport diagram before taxi?	<input type="checkbox"/> Yes	<input type="checkbox"/> No						
23. Did you use the airport diagram during taxi?	<input type="checkbox"/> Yes	<input type="checkbox"/> It was available, but I didn't use it	<input type="checkbox"/> It was not available					
24. Were you following another aircraft that you believed had the same taxi clearance?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not sure					
25. What was happening inside the cockpit when the event occurred?	<input type="checkbox"/> Reading the checklist	<input type="checkbox"/> Resolving a malfunction	<input type="checkbox"/> Discussion with other technician	<input type="checkbox"/> Other, Explain				
26. Did anything unusual happen when the event occurred?	<input type="checkbox"/> Yes, Explain	<input type="checkbox"/> No						
27. Could you see the airport signs, pavement markings, and lighting from the flight deck (cockpit)?	<input type="checkbox"/> Yes	<input type="checkbox"/> No, Explain						
27a If Yes to Question 27, were the signs, pavement markings, and lighting clear?	<input type="checkbox"/> Yes	<input type="checkbox"/> No						
28. If the signs or pavement markings were unclear or misleading, how did they contribute to the event? (Mark all that apply)	<input type="checkbox"/> Signs confusing, misleading or worn (Explain in comments)	<input type="checkbox"/> Pavement markings confusing misleading or worn (explain in comments)						
29. Were elevated "Guard Lights" or in-surface lights available at the intersection?	<input type="checkbox"/> Yes	<input type="checkbox"/> No						
29a If elevated "Guard Lights" or in-surface lights were available at the intersection, indicate whether or not they were working (Mark all that apply).	<input type="checkbox"/> Elevated Guard Lights (wig wag) working	<input type="checkbox"/> Elevated Guard Lights (wig wag) NOT working	<input type="checkbox"/> In-surface Guard Lights working	<input type="checkbox"/> In-surface Guard Lights NOT working				
30. Were "Stop Bar Lights" available at the intersection?	<input type="checkbox"/> Yes	<input type="checkbox"/> No						
30a If "Stop Bar Lights" were available at the intersection, indicate whether or not the "Stop Bar Lights" were working?	<input type="checkbox"/> Stop Bar Lights were working	<input type="checkbox"/> Stop Bar Lights were not working						
31. Were you, or another maintenance technician onboard, communicating with ATC?	<input type="checkbox"/> Yes	<input type="checkbox"/> No						

SECTION 4. ATC INSTRUCTIONS & COMMUNICATIONS

32. Were you wearing a headset when you received the clearance, and during the incident?	<input type="checkbox"/> Yes, I was wearing a headset	<input type="checkbox"/> No, I was using the aircraft speaker & mike	<input type="checkbox"/> No, I was using a handheld radio				
33. If there were 2 or more maintenance technicians, who (left or right seat) was communicating with ATC when the event occurred?	<input type="checkbox"/> Left seat (Captain)	<input type="checkbox"/> Right seat (First Officer)					
34. How congested was the radio frequency when you received your clearance?	<input type="checkbox"/> It was clear	<input type="checkbox"/> Light	<input type="checkbox"/> Moderate	<input type="checkbox"/> Heavy	<input type="checkbox"/> Extreme		



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35. How congested was the radio frequency when the event occurred?	<input type="checkbox"/> It was clear	<input type="checkbox"/> Light	<input type="checkbox"/> Moderate	<input type="checkbox"/> Heavy	<input type="checkbox"/> Extreme		
36. When did you hear the clearance in question?	<input type="checkbox"/> Not in question	<input type="checkbox"/> In the non-movement area on AOA	<input type="checkbox"/> In the movement area on AOA	<input type="checkbox"/> Do not recall			
37. Did you receive the taxi clearance you expected?	<input type="checkbox"/> Yes, a usual clearance for the situation	<input type="checkbox"/> No, airport changed from usual	<input type="checkbox"/> No, different clearance due to another aircraft				
38. If all or part of the clearance was not completely clear, what about it was unclear?	<input type="checkbox"/> Clearance was clear	<input type="checkbox"/> Controller talked too fast	<input type="checkbox"/> Controller accent	<input type="checkbox"/> Controller used phrases I did not recognize	<input type="checkbox"/> Controller used airport locations I could not see or recognize	<input type="checkbox"/> Other, Explain	
39. Did you need to ask ATC for clarification?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
39a If "NO" to 39 above, why didn't you ask ATC for clarification, or progressive taxi instruction?	<input type="checkbox"/> I understood the clearance	<input type="checkbox"/> ATC was too busy	<input type="checkbox"/> I was too busy	<input type="checkbox"/> Other, Explain			
39b If "YES" to 39 above, why did you ask for clarification or progressive taxi instruction?	<input type="checkbox"/> Controller talked too fast	<input type="checkbox"/> Controller accent	<input type="checkbox"/> Controller used phrases I did not recognize	<input type="checkbox"/> Controller used airport locations I could not see or recognize	<input type="checkbox"/> Other, Explain		
40. Did you write down the clearance?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
41. Did you read back the taxi clearance?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
42. How did you note any hold-short locations in the clearance?	<input type="checkbox"/> Wrote it down	<input type="checkbox"/> Wrote it down and coordinated with other maintenance technician(s)	<input type="checkbox"/> Spoke / coordinated with other maintenance technician(s)	<input type="checkbox"/> Memory			
43. Did you read back the hold short clearance?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
44. Did you confirm "hold short" with another maintenance technician?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					

SECTION 5. CONDITIONS

45. How much sleep did you have during the night (or day, if you were on a night schedule) prior to the event?	<input type="checkbox"/> Much more than my normal amount	<input type="checkbox"/> Somewhat more than my normal amount	<input type="checkbox"/> My normal amount	<input type="checkbox"/> Somewhat less than my normal amount	<input type="checkbox"/> Much less than my normal amount		
46. How many hours was it from the time you woke up to the time of the event?	<input type="checkbox"/> Under 2 hours	<input type="checkbox"/> 2-6 hours	<input type="checkbox"/> 7-12 hours	<input type="checkbox"/> 13-18 hours	<input type="checkbox"/> Over 18 hours		
47. Were you feeling fatigued just prior to the event?	<input type="checkbox"/> Much more than my normal amount	<input type="checkbox"/> Somewhat more than my normal amount	<input type="checkbox"/> My normal amount	<input type="checkbox"/> Somewhat less than my normal amount	<input type="checkbox"/> Much less than my normal amount		
48. Were you feeling rushed at the time?	<input type="checkbox"/> No	<input type="checkbox"/> Yes, Why? (Explain)					

SECTION 6. COMMENTS

This is space for any additional comments, both from the maintenance technician (s) and / or interviewer. Please feel free to add any impressions you might have about significant contributing factors to the runway incursion referred to in the questions above, runway incursions in general, or ways of preventing them in the future.
