



Flight Standards Service Runway Incursion Information Evaluation Program (RIIEP) Questionnaire Pilot Deviation (PD)

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

SECTION 1. RUNWAY INCURSION (RI)	OR	SURFACE INCIDENT (SI)	INFORMATION
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Mark the appropriate box

Date of event: _____ Interview Date: _____ Pilot 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: _____

Have you applied to the ASAP Program? _____ When was your last regulatory check ride/review? _____
Yes No

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

Do you participate in the FAA Wings Proficiency Awards Program? _____

If you participate in the WINGS program, when did you last fly with a CFI? _____ If you participate in the WINGS program, when was the last time you attended an FAA Safety Seminar? _____

SECTION 2. PILOT INFORMATION

1. What is the highest pilot certificate that you hold?	<input type="checkbox"/> Student	<input type="checkbox"/> Recreation	<input type="checkbox"/> Private	<input type="checkbox"/> Comm.	<input type="checkbox"/> ATP	
1a. If you are a student, has your instructor given you training on surface movement operations (surface markings, signs, ATC instruction, etc)?	<input type="checkbox"/> Yes	<input type="checkbox"/> No				
2. What category & class ratings do you have? (Mark all that apply)	<input type="checkbox"/> ASES	<input type="checkbox"/> AMES	<input type="checkbox"/> ASEL	<input type="checkbox"/> AMEL	<input type="checkbox"/> Rotor Craft - Helicopter	
3. Do you have a CFI certificate?	<input type="checkbox"/> Yes	<input type="checkbox"/> No				
4. Under what 14 CFR were you operating during the runway incursion?	<input type="checkbox"/> 121	<input type="checkbox"/> 135	<input type="checkbox"/> 91	<input type="checkbox"/> Other		
5. Under what 14 CFR rules have you flown in the past 2 years? (Mark all that apply.)	<input type="checkbox"/> 121	<input type="checkbox"/> 135	<input type="checkbox"/> 91	<input type="checkbox"/> Other		
6. How many crewmembers were on deck?	<input type="checkbox"/> I was solo	<input type="checkbox"/> 2	<input type="checkbox"/> 3			
7. Which pilot were you in the aircraft?	<input type="checkbox"/> Captain/PIC	<input type="checkbox"/> First Officer	<input type="checkbox"/> Second Officer			
8. Which pilot was at the controls when the event occurred?	<input type="checkbox"/> Captain	<input type="checkbox"/> First Officer				
9. How familiar were you with the other crewmembers?	<input type="checkbox"/> We are regular crew	<input type="checkbox"/> We've flown together once or twice	<input type="checkbox"/> Two of us are familiar, the other is not	<input type="checkbox"/> None of us has flown together		
10. How many total flight hours have you flown?	<input type="checkbox"/> <100	<input type="checkbox"/> 100 to 500	<input type="checkbox"/> 501 to 1,000	<input type="checkbox"/> 1,001 to 3,000	<input type="checkbox"/> 3,001 to 10,000	<input type="checkbox"/> Over 10,000
11. How many hours have you flown in the last 3 months?	<input type="checkbox"/> None	<input type="checkbox"/> 1 to 10	<input type="checkbox"/> 11 to 50	<input type="checkbox"/> 51 to 150	<input type="checkbox"/> 151 to 300	<input type="checkbox"/> Over 300
12. How many flight hours have you operated for compensation or hire in the last 3 months?	<input type="checkbox"/> None for compensation or hire	<input type="checkbox"/> 1 to 10	<input type="checkbox"/> 11 to 50	<input type="checkbox"/> 51 to 150	<input type="checkbox"/> 151 to 300	<input type="checkbox"/> Over 300
13. What are your total flight hours in the make/model of aircraft you were operating during the event?	<input type="checkbox"/> Under 100	<input type="checkbox"/> 100 to 500	<input type="checkbox"/> 501 to 1,000	<input type="checkbox"/> 1,001 to 3,000	<input type="checkbox"/> 3,001 to 10,000	<input type="checkbox"/> Over 10,000



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14. In how many accidents and/or incidents have you (as a crewmember) been in your lifetime?	<input type="checkbox"/> None	<input type="checkbox"/> 1 Accident only	<input type="checkbox"/> 1 Incident Only	<input type="checkbox"/> 1 Accident & 1 Incident	<input type="checkbox"/> Over 1 Accident & 1 Incident
15. In how many accidents and/or incidents have you been involved (as a crewmember) during the last 2 years?	<input type="checkbox"/> None	<input type="checkbox"/> 1 Accident only	<input type="checkbox"/> 1 Incident only	<input type="checkbox"/> 1 Accident & 1 Incident	<input type="checkbox"/> Over 1 Accident & 1 Incident
16. How often do you operate at towered airports?	<input type="checkbox"/> Always	<input type="checkbox"/> Sometimes	<input type="checkbox"/> Infrequently		
17. Was the event at your home base/airport?	<input type="checkbox"/> Yes	<input type="checkbox"/> No			
18. If you were not at your home base/airport, how many times in the last year have you operated at this particular location before this occurrence?	<input type="checkbox"/> My first time here	<input type="checkbox"/> 2 to 10 times	<input type="checkbox"/> Over 10 times		

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. During what phase of flight did the event occur?	<input type="checkbox"/> Taxiing Before Takeoff	<input type="checkbox"/> During Takeoff	<input type="checkbox"/> During Landing	<input type="checkbox"/> Taxiing After Landing		
24a. If departing, how many aircraft were on your taxiway waiting for takeoff?	<input type="checkbox"/> None	<input type="checkbox"/> 1 to 3	<input type="checkbox"/> 4 to 10	<input type="checkbox"/> Over 10	<input type="checkbox"/> Do not know	
24b. If landing, how many aircraft were ahead of you in landing sequence?	<input type="checkbox"/> None	<input type="checkbox"/> 1 to 3	<input type="checkbox"/> 4 to 10	<input type="checkbox"/> Over 10	<input type="checkbox"/> Do not know	
24c. 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	<input type="checkbox"/> Not Applicable		
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 cabin crew	<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" (wig wag) or in-surface lights available at the intersection?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know			



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29a	If elevated "Guard Lights" (wig wag) 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	<input type="checkbox"/>	Don't know		
30a	If "Stop Bar Lights" were available at the intersection, indicate whether or not they were working.	<input type="checkbox"/>	Stop Bar Lights working	<input type="checkbox"/>	Stop Bar Lights NOT working				
31.	Were you, or another pilot 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								
33.	If there were 2 or more crewmembers, which pilot was communicating with ATC when the event occurred?	<input type="checkbox"/>	Captain	<input type="checkbox"/>	First Officer	<input type="checkbox"/>	Second 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		
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		
36a	If selected "Taxiing after landing" or "During landing" in Question 24, when did you hear the clearance in question?	<input type="checkbox"/>	Not in question	<input type="checkbox"/>	Landing roll	<input type="checkbox"/>	Taxiing after landing	<input type="checkbox"/>	Do not recall				
36b	If selected "Taxiing before takeoff" or "During takeoff" in Question 24, when did you hear the clearance in question?	<input type="checkbox"/>	Not in question	<input type="checkbox"/>	At ramp/gate	<input type="checkbox"/>	Taxiing for takeoff	<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 38 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 38 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 crew	<input type="checkbox"/>	Spoke / coordinated with crew	<input type="checkbox"/>	Memory				

