



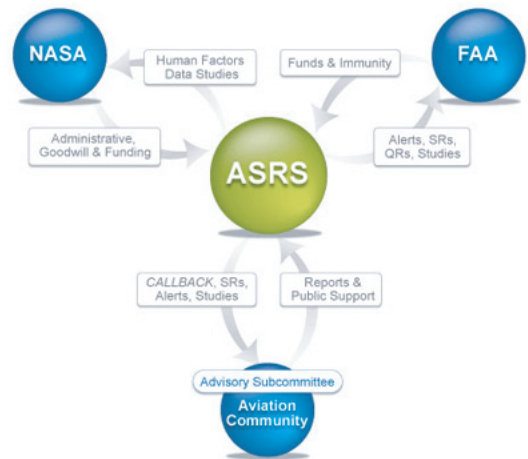
Aviation Safety Reporting System (ASRS)

Objective The ASRS collects, analyzes, and responds to voluntarily submitted aviation safety incidents in order to lessen the likelihood of aviation accidents. This confidential, de-identified ASRS data is used to identify deficiencies and discrepancies in the National Aviation System so corrective actions can be evaluated by the appropriate operational authorities.

Approach Pilots, air traffic controllers, dispatchers, cabin crew, mechanics, and other aviation personnel from all types of 5,200 aviation operations submit reports to the ASRS. The reports are held in strict confidence and analyzed to identify aviation hazards, system discrepancies, and create the ASRS database for use as a human factors and operational data resource for planning and improvements to the aviation system.

Impact Since April 1976, the ASRS has received over 900,000 reports and issued over 5,200 safety alert messages. Constructive safety changes have been realized utilizing ASRS data. ASRS has conducted and published 63 research studies. CALLBACK, the ASRS award-winning monthly safety newsletter, has been published since July 1979 in a popular "lessons learned" format. CALLBACK issues and other ASRS publications are available on the ASRS website. A free email notification subscription for CALLBACK is also offered on the website.

The ASRS database remains the largest repository of aviation safety incidents in the world. The ASRS Database Online allows users to search and retrieve specific information from the ASRS database, which can include de-identified reports and narratives submitted by reporters. ASRS currently receives reports from the Aviation Safety Action Program (ASAP), with 149 programs from 59 air carriers. The ASRS has been recognized as the model for voluntary, confidential, non-punitive reporting systems for a number of safety endeavors both nationally, internationally, and in other industries.



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