



Coalition for an Airline Passengers Bill of Rights

Section B Questions and Responses

ER1. How many times during the last () TIME PERIOD did an aircraft on which you were a crewmember divert to an alternate airport or return to land because of an aircraft equipment problem? **1528**

ER2: How many times during the last (TIME PERIOD) did an aircraft on which you were a crewmember experience a spill, fire, fumes, or aircraft damage due to transporting hazardous materials? **89**

- A. (How many of these [# in ER2] times were the spills, fire, fumes or aircraft damage/Was this spill, fire, fumes or aircraft damage) in the cargo compartment? **57**
- B. (How many of these [# in ER2] times were spills, fire, fumes or aircraft damage/Was this spill, fire, fumes or aircraft damage) in the passenger compartment? **2 (REDACTED)**
- C. (How many of these [# IN ER2] times were the spills, fire, fumes or aircraft damage/Was the spill, fire, fumes or aircraft damage) caused because the hazardous materials in question were out of compliance with regulations? **22 (REDACTED)**

ER3. How many times during the last () did TIME PERIODan aircraft on which you were a crewmember experience a cargo shift? **484**

ER4. How many times during the last (TIME PERIOD) did an in-flight aircraft on which you were a crewmember experience uncommanded movements of any of the following devices

- a. Uncommanded movements of the elevators? **332**
- b. Uncommanded movements of the rudder? **172**
- c. Uncommanded movements of the ailerons? **160**
- d. Uncommanded movements of the spoilers? **167**
- e. Uncommanded movements of the speedbrakes? **69**
- f. Uncommanded movements of the trim tabs? **92**
- g. Uncommanded movements of the flaps? **126**
- h. Uncommanded movements of the slats? **87**
- i. Did any other devices have uncommanded movements during the last (TIME PERIOD)? **375**



Coalition for an Airline Passengers Bill of Rights

ER5. How many times during the last (TIME PERIOD) did an inflight aircraft on which you were a crewmember experience smoke, fire, or fumes that originated in any of the following areas (READ QUESTIONS):

- A. the engine or nacelle?..... **149**
1. (Of the [# in ER5A] times there was smoke, fire, or fumes in the engine or nacelle, how many involved/Did the smoke, fire, or fumes in the engine or nacelle involve) electrical components or wiring? **7 REDACTED**
- B. the flight deck?..... **123**
1. (Of the [# in ER5B] times there was smoke, fire, or fumes in the flight deck, how many involved/Did the smoke, fire, or fumes in the flight deck involve) electrical components or wiring? **60**
- C. the cargo hold?..... **50**
1. (Of the [# in ER5C] times there was smoke, fire, or fumes in the cargo hold, how many involved/Did the smoke, fire, or fumes in the cargo hold involve) electrical components or wiring? **8 REDACTED**
- D. the galley?..... **476**
1. (Of the [# in ER5D] times there was smoke, fire, or fumes in the galley, how many involved/Did the smoke, fire, or fumes in the galley involve) electrical components or wiring? **121**
- E. elsewhere in the passenger compartment?...**309**
1. (Of the [# in ER5E] times there was smoke, fire, or fumes elsewhere in the passenger compartment, how many involved/Did the smoke, fire, or fumes elsewhere in the passenger compartment involve) electrical components or wiring? **52**
- F. During the last (TIME PERIOD), how many times did an inflight aircraft on which you were a crewmember experience smoke, fire or fumes that originated other than in the engine or nacelle, flight deck, cargo hold, galley, or passenger compartment? **272**

ER6 During the last (TIME PERIOD), how many times did an inflight aircraft on which you were a crewmember experience a precautionary engine shutdown?
229



Coalition for an Airline Passengers Bill of Rights

ER7. During the last (TIME PERIOD) how many times did an inflight aircraft on which you were a crewmember experience a total engine failure? **86**

TU1 TU1. Encounter severe turbulence that caused large abrupt changes in altitude, airspeed, or attitude.. # CAUSED ABRUPT CHANGES..... **1905**

- A. (Of the [#in TU1] severe turbulence encounters, how many occurred/Did this severe turbulence encounter occur) in I.M.C. conditions? I.M.C. = INSTRUMENT METEOROLOGICAL CONDITIONS - **951**
- B. (Of the [# in TU1] severe turbulence encounters, how many occurred/Did this severe turbulence encounter occur) in clear air? **896**

TU2. Encounter wake turbulence that resulted in 10 or more degrees of aircraft roll..... **7242**

WE1. Lack accurate weather information when crewmembers needed it while airborne.....**10194**

- A. (Of the [# WE1] times when crewmembers lacked accurate weather information while airborne, how many involved non-U.S. airports or controllers?/ Did this time when crewmembers lacked accurate weather information while airborne involve a non-U.S. airport or controller?) **2367**
- B. (Of the [# WE1] times when crewmembers lacked accurate weather information while airborne, how many involved ATIS?/Did this time when crewmembers lacked accurate weather information while airborne involve ATIS?) **1394**

WE2 Fail to receive A.T.C. approval for a request to avoid severe weather.....**2339**

- A. (Of the [# WE2] times crewmembers failed to receive A.T.C. approval to avoid severe weather, how many times was emergency authority invoked in these situations/Was emergency authority invoked in this situation? **105**

WE3. Divert to an alternate airfield because of weather **2592**

WE4. Experience airframe icing that reduced the aircraft's ability to maintain altitude, speed, stability, or directional control..... **321**

WE5. Encounter windshear or a microburst condition that resulted in an airspeed deviation of 15 knots or greater..... **8128**



Coalition for an Airline Passengers Bill of Rights

WE6. Encounter windshear or a microburst condition that resulted in a windshear avoidance maneuver..... **1021**

CP1. Expedite landing or divert to an alternate airport due to a passenger medical emergency..... **1247**

CP2. Expedite landing or divert to an alternate airport due to a passenger disturbance..... **187**

CP3. During the last (TIME PERIOD), how many times did a crewmember leave the cockpit to handle a passenger disturbance on an inflight aircraft on which you were a crewmember..... **540**

AC1. Experience a bird strike..... **4267**

AC2. Perform an evasive action to avoid an imminent in-flight collision with another aircraft that was never closer than 500 feet including evasive action in response to a TCAS advisory?..... **3630**

AC3. Experience less than 500 feet of separation from another aircraft while both aircraft were airborne..... **1290**

GE1. Go off the edge of a runway or taxiway while taxiing..... **23 REDACTED**

GE2. Collide or nearly collide with a ground vehicle?..... **754**

- A. (Of the [# in GE2] near collisions with a ground vehicle, how many occurred/Did this near collision with a ground vehicle occur) while your aircraft was on the ramp, apron or in the gate area? **635**
- B. (Of the [# in GE2] near collisions with a ground vehicle, how many occurred/Did this near collision with a ground vehicle occur) while your aircraft was on the taxiway? **110**
- C. (Of the [# in GE2] near collisions with a ground vehicle, how many occurred/Did this near collision with a ground vehicle occur) while your aircraft was on the runway? **0**

GE3. Skid, slide, or hydroplane resulting in a significant increase in stopping distance during landing..... **1058**

GE4. Experience a rejected takeoff..... **837**

GE5. Go off the edge of a runway while taking off or landing..... **10 REDACTED**



Coalition for an Airline Passengers Bill of Rights

- GE6. Go off the end of the runway..... **10 REDACTED**
- GE7. Inadvertently enter an active runway..... **78**
- GE8. Begin takeoff roll while another aircraft occupied or was crossing the same runway..... **756**
- GE9. Land while another aircraft occupied or was crossing the same runway..... **533**
- GE10. Nearly experience a ground collision with another aircraft while both aircraft were on the ground..... **257**
- A. (Of the [# in GE10] near collisions with another aircraft, how many occurred/Did this near collision with another aircraft occur) while your aircraft was on the ramp, apron or in the gate area? **67**
 - B. (Of the [# in GE10] near collisions with another aircraft, how many occurred/Did this near collision with another aircraft occur) while your aircraft was on the taxiway? **175**
 - C. (Of the [# in GE10] near collisions with another aircraft, how many occurred/Did this near collision with another aircraft occur) while your aircraft was on the runway? **12**
- AH1. Use some of its reserve fuel as defined by the F.A.Rs.. **4040**
- AH2. Accept an A.T.C. clearance that the aircraft could not comply with because of its performance limits..... **1519**
- AH3. Lose sight of another aircraft from which the aircrew was trying to maintain visual separation **11413**
- A. (Of the [# in AH3] times an 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? **1792**
- AH4. Inadvertently land without clearance at an airport with an active control tower.....**168**
- AH5. Inadvertently begin takeoff roll without A.T.C. clearance at an airport with an active control tower..... **23 REDACTED**
- AH6 Inadvertently deviate from an assigned routing or A.T.C. vector for one minute or more..... **1800**



Coalition for an Airline Passengers Bill of Rights

AH7. Experience a tail strike on landing.....	26
AH8. Experience a tail strike on takeoff.....	23 redacted
AH9. Experience a hard landing.....	513
AH10. Take off with an out-of-limit center of gravity.....	109
AH11. Take-off overweight	146
AH12. Commence take-off roll with an improper aircraft configuration.....	233
AH13. Experience an unusual attitude for any reason.....	272
AH14. Experience a valid stall warning or stick shaker activation.....	335
AH15. Nearly collide with terrain or a ground obstruction while airborne?.....	19 redacted
A. (Of the [# in AH15] near collisions with terrain or a ground obstruction, how many were/Was this near collision with terrain or a ground obstruction) brought to your attention by A.T.C.? -	0
B. (Of the [# in AH15] near collisions with terrain or a ground obstruction, how many were/Was this near collision with terrain or a ground obstruction) detected through direct sighting of the ground or obstruction? -	11 redacted
C. (Of the [# in AH15] near collisions with terrain or a ground obstruction, how many were/Was this near collision with terrain or a ground obstruction) detected through activation of G.P.W.S. or E.G.P.W.S.?.....	4 redacted
1. (How many of these [# in AH15c] near collisions were/Was this near collision) detected through activation of E.G.P.W.S.? -	0
AD1. Inadvertently deviate from an assigned altitude by more than 300 feet?.....	1312
A. (Of the [# in AD1] deviations from an assigned altitude, how many were/Was this deviation from an assigned altitude) in response to a TCAS Resolution Advisory?	109



Coalition for an Airline Passengers Bill of Rights

AD2. Descend below Minimum Safe Altitude when you were **not** following A.T.C. radar vectors.....**142**

AT1. During the last (TIME PERIOD), how many times was an aircraft on which you were a crewmember unable to communicate with A.T.C. in a time-critical situation because of frequency congestion? These problems may have occurred on the ground, or while airborne in the terminal area, or while en route. I'm going to ask you about each. **21445**

- A. (Of these [# in 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? 3750**
- B. (Of these [# in AT11] 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?..... 11204**
- C. (Of these [# in AT11] 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?..... **5763**

AT2. How many times during the last (TIME PERIOD) did an aircraft on which you were a crewmember fly at an undesirably high altitude or airspeed on approach due to an A.T.C. clearance..... #
HIGH ALTITUDE OR AIRSPEED..... NOTE TO INTERVIEWERS:
THIS INCLUDES BUT MAY NOT BE LIMITED TO "SLAM DUNK"
APPROACHES. – **29,358**

More to Come – Stay Tuned