

DO NOT REPORT AIRCRAFT ACCIDENTS AND CRIMINAL ACTIVITIES ON THIS FORM.  
 ACCIDENTS AND CRIMINAL ACTIVITIES ARE NOT INCLUDED IN THE ASRS PROGRAM AND SHOULD NOT BE SUBMITTED TO NASA.  
 ALL IDENTITIES CONTAINED IN THIS REPORT WILL BE REMOVED TO ASSURE COMPLETE REPORTER ANONYMITY.

IDENTIFICATION STRIP: Please fill in all blanks to ensure return of strip.  
 NO RECORD WILL BE KEPT OF YOUR IDENTITY. This section will be returned to you.



TELEPHONE NUMBERS where we may reach you for further details of this occurrence.

HOME \_\_\_\_\_ HOURS \_\_\_\_\_  
 OTHER **678-778-1841** HOURS **0600 - 2000 EST/EDT**

NAME **david thorburn-gundlach**  
 ADDRESS/PO BOX **in suite d-1206**  
 ADDRESS LINE 2 **@ 15835 westbrook road**  
 CITY **alpharetta** STATE **ga** ZIP **30004**

TYPE OF EVENT/SITUATION  
**airspace incursion**  
 DATE OF OCCURRENCE (MM/DD/YYYY)  
**06/05/2011**  
 LOCAL TIME (24 HR. CLOCK) [HH:MM]  
**16:00**

PLEASE FILL IN APPROPRIATE SPACES AND CHECK ALL ITEMS WHICH APPLY TO THIS EVENT OR SITUATION.

REPORTER	FLYING TIME (IN HOURS)
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<p><b>Captain</b></p> <p style="text-align: center;"><b>Single Pilot</b></p> <p>.....</p> <p>.....</p>	<p>Total Time: <b>100</b>hrs</p> <p>Last 90 Days: <b>15</b>hrs</p> <p>Time in Type: <b>100</b>hrs</p>
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CERTIFICATES & RATINGS	ATC EXPERIENCE
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<p><b>Private</b></p> <p>.....</p>	<p>.....</p> <p>Radar yrs.                      Supervisory yrs.</p> <p>Non-Radar yrs.                      Military yrs.</p>
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AIRSPACE	CONDITIONS / WEATHER ELEMENTS	LIGHT / VISIBILITY	ATC / ADVISORY SVC.
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<p><b>Class B</b></p>	<p><b>VMC</b></p> <p>.....</p> <p><b>Haze/Smoke</b></p> <p><b>Turbulence</b></p>	<p><b>Daylight</b></p> <p>.....</p> <p>Ceiling: <b>10000</b>feet</p> <p>Visibility: <b>6</b> miles</p> <p>RVR: feet</p>	<p><b>Center</b></p> <p>ATC Facility Name: <b>atlanta</b></p>
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AIRCRAFT 1
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**Your Aircraft Type**      **BE77** (Make / Model, e.g. B737, NOT N #, Flt #, etc)

.....

**Operator FAR Part**      **91**                                      Other: \_\_\_\_\_

.....

**Operator**                      **Personal**                                      Other: \_\_\_\_\_

.....

**Mission**                      **Personal**                                      Other: \_\_\_\_\_



We observed inbound traffic overhead, but also observed wide altitude separation and experienced no additional turbulence; it appeared that the commercial jets were at 8500+ MSL and consummate with 125/80 airspace. After repeated failures to effectively contact flight services, this is the last straw; I will always open my flight plan on the ground from now on and enjoy the added bonus of one less distraction while flying.

## CHAIN OF EVENTS

- How the problem arose
- Contributing factors
- How it was discovered
- Corrective actions

## HUMAN PERFORMANCE CONSIDERATIONS

- Perceptions, judgements, decisions
- Factors affecting the quality of human performance
- Actions or inactions

NASA ARC 277B (May 2009)

## GENERAL FORM

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**From the NASA Aviation Safety Reporting System:**

NASA has established an Aviation Safety Reporting System (ASRS) to identify issues in the aviation system which need to be addressed. The program of which this system is a part is described in detail in FAA Advisory Circular 00-46D. Your assistance in informing us about such issues is essential to the success of the program. Please fill out this form as completely as possible.

The information you provide on the identity strip will be used only if NASA determines that it is necessary to contact you for further information. THIS IDENTITY STRIP WILL BE RETURNED DIRECTLY TO YOU. The return of the identity strip assures your anonymity.

Section 91.25 of the Federal Aviation Regulations (14 CFR 91.25) prohibits reports filed with NASA from being used for FAA enforcement purposes. This report will not be made available to the FAA for civil penalty or certificate actions for violations of the Federal Air Regulations. Your identity strip, stamped by NASA, is proof that you have submitted a report to the Aviation Safety Reporting System. We can only return the strip to you, however, if you have provided a mailing address. Equally important, we can often obtain additional useful information if our safety analysts can talk with you directly by telephone. For this reason, we have requested telephone numbers where we may reach you.

**NOTE:** Aircraft accidents should not be reported on this form. Such events should be filed with the National Transportation Safety Board as required by NTSB Regulation 830.5 (49CFR830.5).

Thank you for your contribution to aviation safety.