

AIRCRAFT ARRESTING SYSTEM (AAS) ENGAGEMENT/MISSED ENGAGEMENT REPORT

TYPE OF REPORT (Mark one)

ENGAGEMENT

MISSED ENGAGEMENT

PART A. ENGAGEMENT				PART B. MISSED ENGAGEMENT			
<i>Block 1 The engagement number for the first engagement on/or after January/annually with each subsequent engagement numbered consecutively through December 31.</i>				<i>Block 23. The engagement number for the first missed engagement on/or after January/annually with each subsequent engagement numbered consecutively through December 31.</i>			
1. ENGAGEMENT REPORT NUMBER	2. BASE			23. MISSED ENGAGEMENT REPORT NUMBER	24. BASE		
3a. TYPE OF AAS		3b. IS BAK-14 CONNECTED? <input type="checkbox"/> YES <input type="checkbox"/> NO		25. DATE (YYYYMMDD) AND TIME		26a. TYPE OF AAS	
3c. IS MA1A CONNECTED? <input type="checkbox"/> YES <input type="checkbox"/> NO		3d. DUAL MODE? <input type="checkbox"/> YES <input type="checkbox"/> NO		26b. IS BAK-14 CONNECTED? <input type="checkbox"/> YES <input type="checkbox"/> NO			
4a. RUNWAY NUMBER		4b. APPROACH/DEPARTURE(A/D) <input type="checkbox"/> A <input type="checkbox"/> D	5. DATE (YYYYMMDD) AND TIME OF ENGAGEMENT	27a. RUNWAY NUMBER		27b. APPROACH/DEPARTURE (A/D) <input type="checkbox"/> A <input type="checkbox"/> D	
6. DAMAGE/INJURY TO AIRCRAFT/AIRCREW				28. WEATHER CONDITION		29. IMPACT PAD AREA CONDITION	
<i>Block 7, 8, and 14. These blocks do not apply to BAK-13 AAS.</i>				30. AIRCRAFT TYPE		31. AIRCRAFT SPEED	32. AIRCRAFT GROSS WEIGHT
7. TACHOMETER READING				33. REASON FOR ENGAGEMENT			
a. N/E	b. N/W	c. S/E	d. S/W				
8. MAXIMUM BRAKE PRESSURE							
a. N/E	b. N/W	c. S/E	d. S/W				
9. TOTAL NUMBER OF ENGAGEMENTS TO DATE							
a. ON CABLE (Pendant)		b. ON TAPES	c. ON SYSTEM	34. POSSIBLE CAUSE OF FAILURE			
10a. AIRCRAFT TYPE		10b. F-16 ONLY. WERE CENTERLINE STORES OR ECM PODS INSTALLED? <input type="checkbox"/> YES <input type="checkbox"/> NO					
11. AIRCRAFT GROSS WEIGHT	12. ENGAGING SPEED	13. LENGTH OF RUNOUT	14. TAPE REGIME				
15. IS AAS OPERATIONAL? <input type="checkbox"/> YES <input type="checkbox"/> NO		16. IS ASSISTANCE REQUIRED FROM <input type="checkbox"/> YES <input type="checkbox"/> NO		35. SUBSEQUENT ENGAGEMENT ATTEMPTED? <input type="checkbox"/> YES <input type="checkbox"/> NO			
17. REASON FOR ENGAGEMENT				36. REMARKS			
18. NAME OF PERSON REPORTING ENGAGEMENT		19. TELEPHONE NUMBER	20. DATE (YYYYMMDD)	37. NAME OF PERSON REPORTING MISSED ENGAGEMENT		38. TELEPHONE NUMBER	39. DATE (YYYYMMDD)
21. REPORT ACCOMPLISHED BY		22. NAME OF PERSON CALLED AT AAS DEPOT		40. REPORT ACCOMPLISHED BY		41. NAME OF PERSON CALLED AT AAS DEPOT	

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The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).