



CENTRALISED OCCURRENCE REPORTING SYSTEM



AERODROMES



Aircraft- and obstacle-related occurrences

- Collision or near-collision between aircraft on the ground or in the air. Collision with terrain or with an obstacle
- Wildlife strikes, including bird strikes
- Taxiway or runway incursions and excursions
- FATO incursion or excursion
- Aircraft or vehicle failure to follow clearance, instruction or restriction while operating on the movement area of an aerodrome (e.g. wrong runway, taxiway or restricted part of the aerodrome)
- Foreign object on the aerodrome movement area, which has or could have endangered the aircraft, passengers or any other person
- Presence of obstacle on the aerodrome or in the vicinity of the aerodrome that are not published on the AIP or by NOTAM and/or that are not marked or lighted properly
- Pushback, powerback or taxi interference by vehicle, equipment or persons
- Passengers or unauthorised person left unsupervised on the apron
- Jet blast, rotor downwash or propeller blast effect
- Emergency declarations (PAN or MAYDAY calls)

Please visit www.caa.co.za for more information





AERODROMES



Degradation or partial loss of services or functions

- Loss or failure of communication between aerodrome, vehicle or other ground personnel and air traffic services unit or apron management service unit. Between apron management service unit and aircraft, vehicle or air traffic service unit
- Significant failure, malfunction or defect of aerodrome equipment or system that has or could have endangered the aircraft or passengers
- Significant deficiencies in aerodrome lighting, markings or signage
- Failure of the aerodrome emergency alert system
- Rescue and fire-fighting services not available according to the applicable requirements



Other occurrences

- Fire, smoke, or explosions in aerodrome facilities, vicinities and equipment that has or could have endangered the aircraft, passengers or any other person
- Aerodrome-security-related occurrences (e.g. unlawful entry, sabotage, bomb threat, etc.)
- Absence of reporting of a significant change in aerodrome operating conditions that has or could have endangered the aircraft, passengers or any other person
- Missing, incorrect or inadequate de-icing/anti-icing treatment
- Significant spillage during fuelling operations
- Loading of contaminated or incorrect type of fuel or other essential fluids (e.g. oxygen, nitrogen, oil or potable water)
- Failure to handle poor runway surface conditions
- Any occurrence where human performance has directly contributed to an accident or serious incident

GOLDEN RULE

IN THE INTERESTS OF SAFETY, JUST REPORT IF YOU ARE UNSURE!

WHY IS REPORTING SO IMPORTANT?

The effective management of safety is highly dependent on the effectiveness of safety data collection, analysis and overall management capabilities.

Having a solid foundation of safety data and safety information is fundamental for safety management, since it is the basis for data-driven decision-making.

Reliable safety data and safety information is required to identify trends, make decisions and evaluate safety performance in relation to safety targets and safety objectives, and to assess risk.

PROTECTION OF SAFETY INFORMATION AND SOURCES

- Data and information are collected for safety management and safety improvement purposes and not to apportion blame, liability or for disciplinary purposes
- The identity of the reporter must be protected
- The report should not be disclosed, unless such disclosure is necessary for safety improvement.

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