



CENTRALISED OCCURRENCE REPORTING SYSTEM



AIR TRAFFIC CONTROL AND FLIGHT INSPECTION SERVICES



- Collision or near-collision on the ground, mid-air collisions, near-misses between aircraft, terrain, obstacles, including near controlled flight into terrain (near CFIT)
- Separation minima infringement
- Inadequate separation
- ACAS RAs
- Wildlife strike, including bird strikes
- Taxiway or runway incursions and excursions
- FATO incursion
- Aircraft deviation from ATC clearance
- Aircraft deviation from applicable ATM regulation, including
 - Aircraft deviation from applicable published ATM procedures
 - Airspace infringements, including unauthorised penetration of airspace
 - Deviation from aircraft-ATM-related equipment carriage and operations as mandated by the applicable regulations
- Call-sign-confusion-related occurrences

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



AIR TRAFFIC CONTROL AND FLIGHT INSPECTION SERVICES

Degradation or total loss of services or functions

1. Inability to provide ATM services or to execute ATM functions, including
 - Inability to provide air traffic services or execute air traffic functions
 - Inability to provide airspace management services or to execute airspace management functions
 - Inability to provide air traffic flow management and capacity services or to executive air traffic flow management and capacity functions
2. Missing or insignificantly incorrect, corrupted, inadequate or misleading information from any support services, including relating to poor runway surface conditions
3. Failure of communication service
4. Failure of surveillance service
5. Failure of data processing and distribution function or service
6. Failure of navigation service
7. Failure of ATM system security that had or could have a direct, negative impact on the effective provision of service
8. Significant ATS sector/position overload, leading to a potential deterioration in service provision
9. Incorrect receipt or interpretation of significant communications, including lack of understanding of the language used, which has or could have a direct, negative impact on the effective provision of services
10. Prolonged loss of communication with an aircraft or with other ATS unit

Other occurrences

- Declaration of an emergency (PAN or MAYDAY call)
- Significant external interference with air navigation services (e.g. radio broadcasting stations transmitting in the FM band, interfering with ILS, VOR and communication)
- Interference with aircraft and ATS unit or a radio communication transmission, including firearms, fireworks, flying kites, laser illumination, high-powered light lasers, RPAS, model aircraft or by similar means
- Fuel dumping
- Bomb threat or hijack
- Fatigue, impacting or potentially impacting the ability to perform the air navigation or air traffic duties safely
- 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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