



CENTRALISED OCCURRENCE REPORTING SYSTEM



GENERAL AVIATION



Light aeroplanes and helicopters/gliders/balloons

1. Interaction with air navigation services (e.g. incorrect services provided, conflicting communications or deviation from clearance) that has or could have endangered the aircraft/glider/balloon, its occupants or any other persons
2. Airspace infringement
3. Any occurrence leading to an emergency call
4. Fire, explosion, smoke, toxic gases or toxic fumes in the aircraft/glider/balloon (beyond the normal operation of the burner)
5. Incapacitation of the pilot leading to the inability to perform any duty
6. Any flight that has been performed with an aircraft that was not airworthy or for which flight preparation was not completed, which has or could have endangered the aircraft, its occupants or any other person
7. Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high-powered laser lights, RPAS, model aircraft or similar means

Light aeroplanes and helicopters/gliders

1. Unintentional loss of control
2. Abnormal severe vibration (e.g. aileron or elevator "flutter" or of propeller)
3. Any flight control not functioning correctly or disconnected
4. A failure or substandard deterioration of the structure of the aircraft/glider
5. A loss of any part of the structure of the aircraft/glider or installation in flight
6. A collision on the ground, or in the air, with an aircraft, terrain or with an obstacle
7. A near collision, on the ground or in the air, with an aircraft, terrain or obstacle, requiring an emergency avoidance manoeuvre to avoid collision

Gliders

1. An occurrence where the glider pilot was unable to release either the winch cable or the aerotow rope and had to do so using emergency procedures
2. Any release of the winch cable or the aerotow rope in the release that has or could have endangered the glider, its occupants or any other persons
3. In the case of a powered glider, an engine failure during take-off
4. Any situation where no safe landing area remains available
5. A lightning strike resulting in damage to the glider

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





GENERAL AVIATION

Light aeroplanes and helicopters

1. Landing outside of intended landing area
2. Inability or failure to achieve the required aircraft performance expected in normal conditions during take-off, climb or landing
3. Runway incursions and excursions
4. Unintended flight into IMC condition of an aircraft not IFR certified, or if a pilot is not qualified for IFR, which has or could have endangered the aircraft, its occupants or any other person
5. The failure of an engine, rotor, propeller, fuel system or other essential system
6. Leakage of any fluid that resulted in a fire hazard or possible hazardous contamination of an aircraft structure, systems or equipment, or risk to occupants
7. Wildlife strike, including bird strike that has resulted in damage to an aircraft or loss or malfunction of any essential service/system
8. A lightning strike, resulting in damage to or loss of functions of the aircraft
9. Severe turbulence encounter that resulted in injury to the aircraft occupants or the need for a post-flight turbulence damage check of the flight
10. Icing, including carburettor icing that has or could have endangered the aircraft, its occupants or any other person

Balloons

1. Unintended permeant or extinction of the pilot light
2. Failure of any of the following parts or controls:
 - a. Dip tube on fuel cylinder
 - b. Envelope pulley
 - c. Control line
 - d. Tether rope
 - e. Valve seal leak on burner
 - f. Valve seal leak on fuel cylinder
 - g. Carabiner
 - h. Damage to fuel line
 - i. Lifting gas valve
 - j. Envelope or ballonnet
 - k. Blower
 - l. Pressure relief valve (gas balloon)
 - m. Winch (tethered gas balloons)
3. Significant leakage or loss of lifting gas (e.g. porosity, unseated lifting gas valves)
4. Balloon's occupants ejected from basket or gondola
5. Unintended lift or drag of ground crew, leading to fatality or injury of a person
6. A collision or near collision on the ground or in the air, with an aircraft, terrain or obstacle that has or could have endangered the balloon, occupants or any other person
7. Unexpected encounter of adverse weather conditions that has or could have endangered the balloon, its occupants or any other persons.

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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