

CENTRALISED OCCURRENCE REPORTING SYSTEM



PILOTS



Air Operations

1. Use of incorrect data or erroneous entries into equipment used for navigation or performance calculations that have or could have endangered the aircraft, passengers or any other person
2. Carriage or attempted carriage of dangerous goods in contravention of applicable legislation, including incorrect labelling, packaging and handling of dangerous goods
3. Incorrect fuel type or contaminated fuel
4. Missing, incorrect or inadequate de-icing/anti-icing treatments
5. Actual or potential taxiway or runway incursions and excursions
6. FATO incursion
7. Aborted take-off
8. Inability to achieve required or expected performance during take-off, go-around or landing
9. Actual or attempted take-off, approach or landing with incorrect configuration settings
10. Tail/blade/wingtip or nacelle strike during take-off or landing
11. Approach continued against air operator stabilised approach criteria
12. Continuation of an instrument approach below published minimums with inadequate visual references
13. Precautionary or forced landings
14. Short and long landings
15. Hard landings
16. Loss of control
17. Aircraft upset, exceeding normal pitch attitude, bank angle or airspeed, inappropriate for the conditions
18. Level bust
19. Activation of any flight envelope protection, including stall warning, stick shaker, stick pusher and automatic protections
20. Unintentional deviation from intended or assigned track of the lowest of twice the required navigation performance or 10 nautical miles
21. Exceedance of aircraft flight manual limitations
22. Operation with incorrect altimeter setting
23. Jet blast, rotor and prop wash occurrences that have or could have endangered the aircraft, passengers or any other persons
24. Misinterpretation of automation mode or of any flight deck information provided to the flight crew that has or could have endangered the aircraft, its occupants or any other person
25. Unintentional release of cargo or other externally carried equipment
26. Loss of situational awareness (including environmental, mode and system awareness, spatial disorientation and time horizon)
27. Any occurrence where the human performance has directly contributed or could have contributed to an accident or serious incident

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



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Technical occurrences

1. Loss of any part of the aircraft structure lights
2. Loss of a system
3. Loss of redundancy of a system
4. Leakage of any fluid that resulted in a fire hazard or possible hazardous contamination of the aircraft structure, system or equipment or that has or could have endangered the aircraft, passengers or any other person
5. Fuel system malfunctions or defects, which had an effect on fuel supply and/or distribution
6. Malfunction or defect of any indication system resulting in misleading indications given to the crew
7. Abnormal functioning of flight controls, such as asymmetric or stick/jammed flight controls (e.g. lift {flaps/slats}, drag {spoilers}, attitude control {ailerons, elevators, rudder} devices)
8. Failure or significant malfunction of any part or controlling of propeller, rotor or powerplant
9. Damage to, or failure of main/tail rotor or transmission and/or equivalent systems
10. Flameout, in-flight shutdown of any engine or APU when required (e.g. ETOPS, MEL)
11. Engine operating limitation exceedance, including over speeding or the inability to control the speed of any high-speed rotating component (e.g. APU, air starter, air cycle machine, air turbine motor, propeller or rotor)
12. Failure or malfunction of any part of an engine, powerplant, APY or transmission, resulting in any one or more of the following:
 - a. Trust-reversing system failing to operate as commanded
 - b. Inability to control power, thrust or RPM
 - c. Non-containment of components/debris

Interaction with ANS and ATM

1. Unsafe ATC clearance
2. Prolonged loss of communication with ATS or ATM Unit
3. Conflicting instructions from different ATS units, potentially leading to a loss of separation
4. Interpretation of radio communication that has or could have endangered the aircraft, its occupants or any other person
5. Intentional deviation from ATC instruction that has or could have endangered the aircraft, its occupants or any other person

Emergencies and other critical situations

1. Any event leading to the declaration of an emergency (MAYDAY or PAN call)
2. Any burning, melting, smoke, fumes, arching, overheating, fire or explosion
3. Contaminated air in the cockpit or in the passenger compartment that has or could have endangered the aircraft, passengers or any other person
4. Failure to apply the correct abnormal or emergency procedure by the flight crew or cabin crew to deal with an emergency
5. Use of any emergency equipment or abnormal procedure affecting in-flight or landing performance
6. Failure of any emergency or rescue system or equipment that has or could have endangered the aircraft, its occupants or any other person
7. Uncontrollable cabin pressure
8. Critically low fuel quantity or fuel quantity at destination below the required final reserve fuel
9. Any use of crew oxygen by the crew
10. Incapacitation of any member of the flight or cabin crew that results in the reduction below the minimum certified crew complement
11. Crew fatigue, impacting or potentially impacting their ability to perform their flight duties safely

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PILOTS



External environment and meteorology

1. Collision or a near-collision on ground or in the air, with another aircraft, terrain or obstacle
2. ACAS RAs
3. Activation of genuine ground collision system such as GPWS/TAWS warnings
4. Wildlife strike, including bird strike
5. FOD
6. Unexpected encounter with poor runway surface conditions
7. Wake-turbulence encounters
8. Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high-powered lights, lasers, RPAS, model aircraft or by similar means
9. A lightning strike that resulted in damage to aircraft or loss or malfunction of any aircraft system
10. A hail encounter that resulted in damage to aircraft or loss or malfunction of any aircraft system
11. Severe turbulence encounter or any encounter resulting in injury to occupants or deemed to require a turbulence check of the aircraft
12. A significant wind shear or thunderstorm encounter that has or could have endangered the aircraft, its occupants or any other person
13. An icing encounter resulting in handling difficulties, damage to the aircraft or loss or malfunction of any aircraft system
14. A volcanic ash encounter

SECURITY

15. Bomb threat or hijack
16. Difficulty in controlling intoxicated, violent or unruly passengers
17. Discovery of a stowaway

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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