

## Wprowadzenie

Tabela zawiera powiązania między artykułami rozporządzenia nr 1018/2015/UE a terminologią stosowaną w ECCAIRS. Celem tego poradnika jest zapewnienie wskazówek dotyczących klasyfikacji zdarzeń (m.in. kategorii zdarzenia, wydarzeń (events), komentarzy/wyjaśnień przydatnych podczas kodowania).

### Ogólne zalecenia.

Podaj tyle wydarzeń (event), ile potrzeba, aby w pełni opisać, co zaistniało w zdarzeniu:

- te wydarzenia (event), które opisują przesłanki (przed zdarzeniem),
- te, które opisują samo zdarzenie, oraz
- te, które opisują wszelkie wyniki i konsekwencje.

Przykład do ogólnych zaleceń (sekwencja wydarzeń (events)):

- awaria podwozia głównego (*Main Landing Gear partial collapse or retraction, Value ID: 1321001*),
- **wypadnięcie z drogi startowej** (*Runway Overrun, Value ID: 2070400*),
- uszkodzenia statku powietrznego (*Aircraft Crash/Impact Damage, Value ID: 99010151*).

Proszę podać te wydarzenia (event) w kolejności czasowej.

Przepis nie nakazuje podawania powiązanych faz operacji, niemniej jednak należy zauważyć, że bez informacji, w której fazie lotu wystąpiły wydarzenia (event), w wielu przypadkach właściwa analiza będzie niemożliwa.

Dane są gromadzone nie po to, aby je przechowywać i zapomnieć, ale aby je analizować w celu opracowania działań zapobiegawczych. Analiza może być wiarygodna tylko wtedy, gdy dysponuje się wiarygodnymi i kompletnymi danymi.

| Short Reference to Regulation 1018/2015 | Regulation 1018/2015 – Reference text   | Suggested classification (event type)  | Comments / explanations   | Quality rule concerns  | Possible Occurrence Category |
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|   | ANNEX I   |  |   |  |                              |
| AN 1                                    | OCCURRENCES RELATED TO THE OPERATION OF THE AIRCRAFT  |  |   |  |                              |
| AN 1-1                                  | 1. AIR OPERATIONS   |  |   |  |                              |
| AN1-1.1                                 | 1.1. Flight preparation   |  |   | Should relate to a pre-flight phase  | OTHR                         |
| AN1-1.1.1                               | (1) Use of incorrect data or erroneous entries into equipment used for navigation or performance calculations which has or could have endangered the aircraft, its occupants or any other person. | Aircraft information,<br><br>Event: 99010355 - Data Entry Error  | No other “data” related event at hand. Consider splitting the event to match the text in the regulation, consider data entry – handling errors related to other domains |  |                              |
| AN1-1.1.2                               | (2) Carriage or attempted carriage of dangerous goods in contravention of applicable legislations including incorrect labelling, packaging and handling of dangerous goods.                       | Select any of the following events as applicable:<br><br>99010222 - Dangerous Goods Handling and Loading<br>99010287 - Dangerous Goods Damaged<br>99010286 - Dangerous Goods Exceeds Storage Compartment Limitations<br>99010294 - Dangerous Goods Packaging<br>99010288 - Dangerous Goods Forbidden<br>99010289 - Dangerous Goods Labelling/ Marking<br>99010299 - Dangerous Goods Undeclared |   | Require DG description, i.e. completion of the topic “Dangerous goods”   | ADRM                         |
| AN1-1.2                                 | 1.2. Aircraft preparation   |  | No related general event type exists.   |  | OTHR                         |
| AN1-1.2.1                               | (1) Incorrect fuel type or contaminated fuel.   | Select any of the following events as applicable:<br><br>99010247 - Contaminated Fuel Loaded<br>99010249 - Fuel Bowser Contaminated<br>99010251 - Fuel Storage Tank Contaminated<br><br>99010253 - Incorrect Fuel Type Loaded  |   | Note: similar requirement under aerodrome ops.<br><br>Align with flight phases – not in the air – internal consistency rules | ADRM                         |
| AN1-1.2.2                               | (2) Missing, incorrect or inadequate De-icing/Anti-icing treatment.   | Event type<br>5050200 - De-icing   |   | Align with flight phases – not in the air  | ADRM                         |

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|           |  | If wrong agent was used :<br>99010246 - Wrong De-icing Agent Used  |   | ADRM  |                                   |
| AN1-1.3   | 1.3. Take-off and landing                            |  |   |   |                                   |
| AN1-1.3.1 | (1) Taxiway or runway excursion.                     | Select any of the following events as applicable:<br><br>2070200 - Taxiway excursion<br>2070100 - Runway excursion to the side<br>2070400 - The aircraft ran off the end of the runway<br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641   |   | Align operational phases with event types.<br><br>Airport – runway data package should be available<br><br>RE for take-off and landing, OTHR otherwise<br><br>Require phases related to operation on the runway - taxiway | OTHR / RE depending on event type |
| AN1-1.3.2 | (2) Actual or potential taxiway or runway incursion. | Select any of the following events as applicable:<br><br>2200103 – Runway incursion by a person<br>2200102 – Runway incursion by a vehicle/equipment<br>2200101 – Runway incursion by an aircraft<br>2200203 – Taxiway incursion by a person<br>2200202 – Taxiway incursion by a vehicle/equipment<br>2200201 – Taxiway incursion by an aircraft<br><br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641<br>Provide background incursion data:<br>Geometry of the encounter,<br>Entities involved in a runway incursion<br>Evasive or corrective action<br>The estimated horizontal distance between aircraft and/or vehicle<br>Movement profile<br>The severity classification for runway incursions (incidents)<br>The estimated vertical distance between aircraft and/or vehicle | Consideration should be given to rename the runway incursion background data by dropping the word “runway” in order to make them applicable to all types of incursions<br><br>Note: the event “incursion” must be linked to the “incurrer” as per definition of “incursion” – “Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft” | Check on data for incursion severity estimation<br><br>Airport data package   | RI / OTHR                         |

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| AN1-1.3.3 | (3) Final Approach and Take-off Area (FATO) incursion.   | <p>Select any of the following events as applicable:</p> <p>99010382 - FATO Incursion by a Person<br/> 99010383 - FATO Incursion by a Vehicle/ Equipment<br/> 99010381 - FATO Incursion by an Aircraft</p> <p>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641</p> <p>Provide background incursion data:<br/> Geometry of the encounter,<br/> Entities involved in a runway incursion<br/> Evasive or corrective action<br/> The estimated horizontal distance between aircraft and/or vehicle<br/> Movement profile<br/> The severity classification for runway incursions (incidents)<br/> The estimated vertical distance between aircraft and/or vehicle</p> |  | <p>Check on data for incursion severity estimation</p> <p>Airport data package</p>  | RI                                      |
| AN1-1.3.4 | (4) Any rejected take-off.   | <p>Select any of the following events as applicable:</p> <p>3030100 - High speed rejected take-off (at and above V1)<br/> 3030200 - Low speed rejected take-off (below V1)</p> <p><b>These events are consequences of something else that has happened before. It is essential that any triggering event be captured as well.</b></p> <p>In addition, provide the event preceding / causing / triggering the rejection of the take-off.</p> <p>Provide information on aerodrome, runway, as applicable as well as location on aerodrome information – attribute 641</p>  |  | <p>Occ cat depending on the lead event.</p> <p>Check for existence of preceding event</p> <p>Check for speed at first event</p> | Category depending on the lead even(s)  |
| AN1-1.3.5 | (5) Inability to achieve required or expected performance during take-off, go-around or landing. | <p>Event type:<br/> 1010100 - Degraded performance (ATA Code:0101)</p> <p>Where possible also include the event that describes the degradation in the performance in more detail</p>   | <p>Check for preceding event, check alignment with phases of ops</p> |   | Category depending on the lead event(s) |
| AN1-1.3.6 | (6) Actual or attempted take-off, approach or landing with incorrect configuration setting.      | <p>Provide applicable flight phase(s)<br/> Event type<br/> 99010354 - Configuration Setting Error<br/> <b>If a related warning system was triggered, also provide</b><br/> 2260200 - Genuine configuration warning triggered</p>   | <p>Check for preceding event, check alignment with phases of ops</p> |   | OTHR                                    |

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|            |  | <p><b>In those cases, where the warning system failed to alert</b> provide any of the following event types as applicable:<br/> 9010978 - Flap Configuration Warning System Failure<br/> 99010979 - Gear Configuration Warning System Failure<br/> 99010980 - Speedbrake Configuration Warning System Failure<br/> 99010981 - Take Off Configuration Warning System Failure<br/> 99010982 - Trim Configuration Warning System Failure<br/> 99010983 - Other Configuration Warning System Failure</p> |  |                         |  |
| AN1-1.3.7  | (7) Tail, blade/wingtip or nacelle strike during take-off or landing.                                  | <p>Select any of the following events as applicable:<br/><br/> 2010300 - Dragged wing/rotor/pod/float<br/> 2010900 - Over-rotation - tail scrape/strike</p> <p>Note: <b>Do not use 2061500</b> - Damage caused by an object striking the Propeller or Rotor, as this relates to “An event involving damage caused to the helicopter when it was struck by its main rotor blade, this includes e.g. damage to the tail boom by the main rotor when too much cyclic is applied.”</p>                   | Event type for a propeller strike is missing.                  |                         | ARC  |
| AN1-1.3.8  | (8) Approach continued against air operator stabilised approach criteria.                              | <p>Select any of the following events as applicable:<br/><br/> 2011000 - Unstabilised Approach<br/> 99010146 - Landing Following Unstabilised Approach</p>   |  | Align with flight phase | OTHR   |
| AN1-1.3.9  | (9) Continuation of an instrument approach below published minimums with inadequate visual references. | <p>Event type<br/> 3090000 - An approach below minima<br/> <b>Note: This event is a consequence of something else that has happened before. It is essential that any triggering event be captured as well.</b></p>   |  |                         | CFIT   |
| AN1-1.3.10 | (10) Precautionary or forced landing.  | <p>Select any of the following events as applicable:<br/><br/> 3010000 - Precautionary Landing<br/> 3080000 - Forced landing<br/> <b>These event s are consequences of something else that has happened before. It is essential that any triggering event be captured as well.</b><br/> Provide information on the location – attribute 641</p>  |  |                         | Category depending on the lead even(s)             |
| AN1-1.3.11 | (11) Short and long landing.   | <p>Select any of the following events as applicable:<br/><br/> 2010800 - Landing – Undershoot<br/> 2011400 - Landing - Deep</p>  | Consider updating text top long/deep to align with legislation |                         | USOS (short) or ARC (long, but on the rwy surface) |

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| AN1-1.3.12 | (12) Hard landing.   | Event type<br>2010600 - Hard landing  |  |  | ARC                                     |
| AN1-1.4    | 1.4. Any phase of flight   |   |  |  |   |
| AN1-1.4.1  | (1) Loss of control.   | Event type<br>2080000 - Upset or Deviation from intended flight path/attitude by an aircraft  |  |  | LOC-I , LOG-G depending on flight phase |
| AN1-1.4.2  | (2) Aircraft upset, exceeding normal pitch attitude, bank angle or airspeed inappropriate for the conditions.  | Event type<br>2080000 - Upset or Deviation from intended flight path/attitude by an aircraft  |  |  | LOC-I , LOG-G depending on flight phase |
| AN1-1.4.3  | (3) Level bust.  | Event:<br>2020517 - Deviation from clearance - assigned flight level/altitude, also known as altitude bust or level bust  |  |  |   |
| AN1-1.4.4  | (4) Activation of any flight envelope protection, including stall warning, stick shaker, stick pusher and automatic protections.   | Select any of the following events as applicable:<br><br>99010131 - Bank angle warning triggered<br>99010392 - Envelope Protection Warning<br>99010395 - Overspeed Warning<br>2260500 - Stall warning triggered                                       |  |  | LOC-I , LOG-G depending on flight phase |
| AN1-1.4.5  | (5) Unintentional deviation from intended or assigned track of the lowest of twice the required navigation performance or 10 nautical miles.   | Select any of the following events as applicable<br><br>99010613 - Unintended Action<br>In conjunction with<br>2170400 - Navigation track error<br>2020518 - Deviation from clearance - assigned route/track/heading                                  |  |  | NAV                                     |
| AN1-1.4.6  | (6) Exceedance of aircraft flight manual limitation.   | Event: 99010322 - Operation Outside Aircraft Limitations  |  |  | OTHR                                    |
| AN1-1.4.7  | (7) Operation with incorrect altimeter setting.  | Event: 99010352 - Operation with Incorrect Altimeter Setting  |  |  | OTHR                                    |
| AN1-1.4.8  | (8) Jet blast or rotor and prop wash occurrences which have or could have endangered the aircraft, its occupants or any other person.  | Select any of the following events as applicable<br>2060600 - Damage caused by propeller/rotor/jet blast<br>2150300 - Injuries received from contact with a propeller blast, helicopter rotor downwash or jet blast<br>99010398 - Jet Blast Encounter |  |  | RAMP (if during ground handling)        |
| AN1-1.4.9  | (9) Misinterpretation of automation mode or of any flight deck information provided to the flight crew which has or could have endangered the aircraft, its occupants or any other person. | Select any of the following events as applicable<br>99010310 - Control of Automated Flight Path<br>99010312 - Control of Transition Between Manual and Automated Flight<br>99012036 - Interpretation of Automation or Flight Deck Information         |  |  | OTHR                                    |
| AN1-1.5    | 1.5. Other types of occurrences  |   |  |  |   |

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| AN1-1.5.1 | (1) Unintentional release of cargo or other externally carried equipment.  | Event type<br>99010613 - Unintended Action<br>In conjunction with<br>99012037 - External Load – Release  |   |  | EXTL  |
| AN1-1.5.2 | (2) Loss of situational awareness (including environmental, mode and system awareness, spatial disorientation, and time horizon).          | Select any of the following events as applicable<br><br>99010162 - Personnel - Situational Awareness and Sensory Events<br>99010590 - Geographic Disorientation (lost)<br>99010595 - Perception of Visual Information - Illusion/Disorientation<br>99010596 - Spatial Disorientation   |   |  | NAV (navigation disorientation) or LOC-I (spatial disorientation) |
| AN1-1.5.3 | (3) Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident. | Select the appropriate detail from the list under<br>99010159 - Personnel Events<br>Also include events that describe the detailed nature of the occurrence  | Quite vague, Should be used in conjunction with an event type that explained what occurred. |  | Various, depending on the event types                             |
| AN1-2     | 2. TECHNICAL OCCURRENCES   |  |   |  |   |
| AN1-2.1   | 2.1. Structure and systems   |  |   |  |   |
| AN1-2.1.1 | (1) Loss of any part of the aircraft structure in flight.  | Select any of the following events as applicable<br><br>2160202 - An identified component falling off the aircraft<br>2160201 - A panel falling off the aircraft<br>2160203 - Unidentified component falling off the aircraft<br>9010230 - Damage to aircraft caused by the aircraft itself<br>99011185 - 4910 APU Cowling Separation<br>99011212 - 4980 APU Exhaust System Separation<br>99011239 - Crew Door Separation<br>1520102 - Passenger Door Separation<br>99011250 - Emergency Exit Separation<br>99011268 - 5242 Electrical Compartment Door Separation<br>99011273 - 5243 Hydraulic Compartment Door Separation<br>99011278 - 5244 Accessory Compartment Door Separation<br>99011283 - 5245 Air Conditioning Compartment Door Separation<br>99011288 - 5246 Fluid Service Door Separation<br>99011263 - 5241 Galley Door Separation<br>99011293 - 5247 APU Door Separation<br>99011298 - 5248 Tail Cone Door Separation<br>99011318 - Main Landing Gear Door Separation<br>99011323 - Nose Landing Gear Door Separation<br>99011329 - Rotorcraft Tail Boom Separation<br>99011362 - Plate/ Skin/ Panel Separation<br>99011389 - Nose Cone Separation<br>99011397 - Radome Separation |   |  | SCF-NP except for engine separation                               |

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|           |  | <p>99011396 - Tail Cone Separation<br/> 99011411 - 5414 Nacelle Plate/ Skin Separation<br/> 99011418 - 5416 Nacelle Fairing Separation<br/> 99011425 - 5512 Horizontal Stabiliser Plates/ Skin Separation<br/> 99011435 - 5522 Elevator Plates/ Skin Separation<br/> 99011439 - 5523 Elevator Tab Separation<br/> 99011446 - 5532 Vertical Stabiliser Plates/ Skin Separation<br/> 99011456 - 5542 Rudder Plates/ Skin Separation<br/> 99011477 - 5561 Stabiliser Fairing Separation<br/> 1560101 - Flight Compartment Window Separation<br/> 99011486 - Canopy Separation<br/> 99011496 - Passenger Compartment Window Separation<br/> 99011541 - 5753 Trailing Edge Flap Separation<br/> 99011545 - 5754 Leading Edge Device Separation<br/> 99011513 - Wing Fairing Separation<br/> 99011525 - Wing Plates/ Skins Separation<br/> 99011550 - 5761 Aileron Separation<br/> 99011554 - 5762 Aileron Tab Separation<br/> 99011652 - Engine Cowling Separation</p> |   |  |   |
| AN1-2.1.2 | (2) Loss of a system.  | Select the related event type a search for "loss or unavailability"   | Overly general, no general related event type at hand, however numerous specific events can be found under the relevant systems |  | SCF-NO  |
| AN1-2.1.3 | (3) Loss of redundancy of a system.  | Select the related event type a search for "loss or unavailability"   | Aspect of redundancy is not covered in the event types.   |  | SCF-NP  |
| AN1-2.1.4 | (4) Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or which has or could have endangered the aircraft, its occupants or any other person. | Select any of the following events as applicable<br><br>1280100 - Fuel leak (ATA Code:2801)<br>99011737 - Engine Fuel Leak<br>99011827 - Engine Oil Storage Leak<br>99012038 – 2901 Hydraulic leak  | Aspects related to "hazardous contamination" cannot be captured   |  | SCF-NP  |
| AN1-2.1.5 | (5) Fuel system malfunctions or defects, which had an effect on fuel supply and/or distribution.   | Select the appropriate event type under 2800 – fuel system or 7300 engine fuel system   |   |  | SCF-NP is there is no impact on the engine, FUEL, if there is |
| AN1-2.1.6 | (6) Malfunction or defect of any indication system when this results in misleading indications to the crew.  | Select the event type related to the involved indicating system based on search for "indica". There are too many such event to be listed here in detail.  | N   |  | SCF-NP  |



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| AN1-2.1.7 | (7) Abnormal functioning of flight controls such as asymmetric or stuck/jammed flight controls (for example: lift (flaps/slats), drag (spoilers), attitude control (ailerons, elevators, rudder) devices). | Select the event type related to the involved flight control system (under 2700) or select the involved structural component under 1550000 - Aircraft empennage structure related event (ATA Code:5500) or 1570000 - Aircraft wing structure related event (ATA Code:5700)  |  |  | SCF-NP   |
| AN1-2.2   | 2.2. Propulsion (including engines, propellers and rotor systems) and auxiliary power units (APUs)   | Select any of the following events as applicable<br><br>1610000 - Propellers related event (ATA Code:6100)<br>1620000 - Rotorcraft main rotor systems related event (ATA Code:6200)<br>1630000 - Main rotor drive system related event (ATA Code:6300)<br>640000 - Rotorcraft tail rotor system related event (ATA Code:6400)<br>1650000 - Tail rotor drive system related event (ATA Code:6500)<br>1720000 - Turbine engine related event (ATA Code:7200)<br>850000 - Reciprocating engine related event (ATA Code:8500) | Too general, need to list individual system,   |  | SCF-PP (with the exception of APU related events which should be SCF-NP) |
| AN1-2.2.1 | (1) Failure or significant malfunction of any part or controlling of a propeller, rotor or powerplant.   | Select any of the following events as applicable<br><br>99011569 - 6120 Propeller Control System<br>99011571 - 6130 Propeller Braking System<br>99011571 - 6130 Propeller Braking System<br>99011643 - 6720 Anti-Torque (Yaw) Rotor Control System<br>1760000 - Engine controls related event (ATA Code:7600)   | Note: there is a need to align the structure of the text: Suggest ATA codes to be always in the beginning followed by the explanatory text |  | SCF-PP   |
| AN1-2.2.2 | (2) Damage to or failure of main/tail rotor or transmission and/or equivalent systems.   | Select any of the following events as applicable<br><br>1632000 - 6320 Main Rotor Gearbox/ Transmission<br>99011598 - 6330 Main Rotor Transmission Mount<br>1650000 - Tail rotor drive system related event (ATA Code:6500)<br>1651000 - Tail rotor drive shaft related event (ATA Code:6510)   | Note: there is a need to align the structure of the text: Suggest ATA codes to be always in the beginning followed by the explanatory text |  | SCF-PP   |
| AN1-2.2.3 | (3) Flameout, in-flight shutdown of any engine or APU when required (for example: ETOPS (Extended range Twin engine aircraft Operations), MEL (Minimum Equipment List)).                                   | Select any of the following events as applicable<br><br>3280100 - Engine shutdown - precautionary (soft)<br>3280200 - Engine shutdown (hard)<br>99012039 - APU Shutdown<br>Note: the "shutdown" events are "outcomes". The reason for the shutdown should be captured in an event type that precedes the "shutdown" event type  |  |  | SCF-PP (engine) or SCF-NP (APU)  |
| AN1-2.2.4 | (4) Engine operating limitation exceedance, including overspeed or inability to  | Select any of the following events as applicable  | Note: Under "99011193 - 4930 APU Fuel and  |  | SCF-PP (engine) or SCF-NP (APU)  |

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|           | control the speed of any high-speed rotating component (for example: APU, air starter, air cycle machine, air turbine motor, propeller or rotor).   | 99011563 - Propeller Overspeed<br>1720101 - Turbine Engine Overspeed<br>1850101 - Reciprocating Engine Overspeed<br>99011193 - 4930 APU Fuel and Control System<br>99010680 - 2110 - Air Conditioning Compression System Events (note the "air cycle machine" is not covered, use the overall system code instead.)   | Control System " only issues related to the APU fuel system are provided, issues related to APU control are not at hand.<br><br>Note: RAT overspeed – no event type at hand |  |   |
| AN1-2.2.5 | (5) Failure or malfunction of any part of an engine, powerplant, APU or transmission resulting in any one or more of the following:<br><br>(a) thrust-reversing system failing to operate as commanded;<br><br>(b) inability to control power, thrust or rpm (revolutions per minute);<br><br>(c) non-containment of components/debris. | Select any of the following events as applicable<br><br>99011570 - 6120 Propeller Reverse Thrust/ Beta Range Control Failure<br>99011821 - Thrust Reverser Erroneous Operation<br>99011822 - Thrust Reverser Loss or Unavailability<br>99011187 - 4910 APU Uncontainment<br>1720101 - Turbine Engine Overspeed<br>1720102 - Turbine Engine Non Containment of High Energy Debris<br>99011869 - Reciprocating Engine Asymmetric Thrust or Thrust in Opposite Direction<br>1850101 - Reciprocating Engine Overspeed<br>1850102 - Reciprocating Engine Non Containment of High Energy Debris |   |  | SCF-PP (engine) or SCF-NP (APU)         |
| AN1-3     | 3. INTERACTION WITH AIR NAVIGATION SERVICES (ANS) AND AIR TRAFFIC MANAGEMENT (ATM)  |   |   |  | ATM                                     |
| AN1-3.1   | (1) Unsafe ATC (Air Traffic Control) clearance.   | Select any of the following events as applicable<br><br>99012040 - ATC Clearance Unsafe<br>4010704 - Clearance - wrong aircraft<br>99010092 - Clearance - not suitable for aircraft<br>4010701 - Clearance - wrong altitude<br>4010702 - Clearance - wrong heading<br>4010703 - Clearance - wrong speed   |   |  | ATM                                     |
| AN1-3.2   | (2) Prolonged loss of communication with ATS (Air Traffic Service) or ATM Unit.   | 99010347 - Prolonged Loss of Communication  |   |  | SWCF-NP (equipment), ATM if ATM induced |

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| AN1-3.3 | (3) Conflicting instructions from different ATS Units potentially leading to a loss of separation.  | Select any of the following events as applicable<br><br>99010173 - Conflict with/ between Facilities<br>99010174 - Conflict with/ between Sectors<br>99010175 - Conflict with/ between Watches  | Note: No specific event at hand. |  | ATM  |
| AN1-3.4 | (4) Misinterpretation of radio-communication which has or could have endangered the aircraft, its occupants or any other person.                        | Select any of the following events as applicable<br><br>99012041 - Flight Crew Interpretation of Communications<br>99010195 - ATM Personnel Hearback<br>99010196 - ATM Personnel Readback<br>2020300 - Communications between flight crew and air navigation service related event<br>99010344 - Flight Crew Response to Communications<br>99010617 - Interpretation/ Understanding |                                  |  | ATM  |
| AN1-3.5 | (5) Intentional deviation from ATC instruction which has or could have endangered the aircraft, its occupants or any other person.                      | Event: 2020500 - Deviation from an air traffic control clearance or any of the event types listed in the taxonomy below this event.   |                                  |  | NAV  |
| AN1-4   | 4 EMERGENCIES AND OTHER CRITICAL SITUATIONS   |   |                                  |  |  |
| AN1-4.1 | (1) Any event leading to the declaration of an emergency ('Mayday' or 'PAN call').  | Select any of the following events as applicable<br><br>3020200 - Declared emergency - Urgency (PAN call)<br>3020100 - Declared emergency - Distress (Mayday)<br>Note: These event describe the "outcome". Also enter the events that preceded the declaration of the emergency.  |                                  |  | Occurrence category depending on events leading to the emergency call                    |
| AN1-4.2 | (2) Any burning, melting, smoke, fumes, arcing, overheating, fire or explosion.   | Select the appropriate event from the list under<br>990100 - Aircraft General Explosions / Fire/ Fumes / Smoke Outcome Events<br>Note: These event describe the "outcome". Also enter the events that preceded the fire/smoke etc.  |                                  |  | F-NI   |
| AN1-4.3 | (3) Contaminated air in the cockpit or in the passenger compartment which has or could have endangered the aircraft, its occupants or any other person. | Select any of the following events as applicable:<br><br>1990122 - Fumes – Cockpit<br>99010088 - Fumes - Crew rest compartment<br>1990123 - Fumes - Passenger cabin<br>1990125 - Fumes – Galley<br>99010089 - Fumes - Oven  | No specific event type at hand   |  | For smoke – F-NI, otherwise SCF-NP if component causing the smell etc can be identified. |

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|         |  | <p>1990126 - Fumes – Lavatory<br/> 99011882 - Fumes – PEDs<br/> 1990132 - Smoke – Cockpit<br/> 99010087 - Smoke - Crew rest compartment<br/> 1990135 - Smoke – Galley<br/> 99011885 - Smoke – IFE<br/> 1990136 - Smoke – Lavatory<br/> 99010090 - Smoke - Oven<br/> 1990142 - Smell - Cockpit - the presence of an unusual (not electrical) smell in the cockpit<br/> 990143 - Smell - Passenger cabin - the presence of an unusual (not electrical) smell in the Passenger cabin<br/> 990146 - Smell - Lavatory - the presence of an unusual (not electrical) smell in the lavatory<br/> 99011890 - Smell- IFE<br/> 99011892 - Smell- PEDs</p> |  |  |        |
| AN1-4.4 | (4) Failure to apply the correct non-normal or emergency procedure by the flight or cabin crew to deal with an emergency.                      | 99012043 - Use of Emergency Procedure   |  |  |        |
| AN1-4.5 | (5) Use of any emergency equipment or non-normal procedure affecting in-flight or landing performance.   | <p>Select any of the following events as applicable:</p> <p>99012042 - Use of Emergency Equipment<br/> 99010357 - Incorrect Use of Emergency Equipment</p>  | Aspects related to “affecting in-flight or landing performance” cannot be captured |  | OTHR   |
| AN1-4.6 | (6) Failure of any emergency or rescue system or equipment which has or could have endangered the aircraft, its occupants or any other person. | <p>Select any of the following events as applicable:</p> <p>99010005 - 2560 Emergency equipment related event<br/> 99010835 - 2590 Emergency Clothing Events<br/> 99011029 - 3350 Emergency Lighting System Events<br/> 99011244 - 5220 Emergency Exit</p>  |  |  | SCF-NP |
| AN1-4.7 | (7) Uncontrollable cabin pressure.   | <p>Select any of the following events as applicable:</p> <p>99012044 - 2131 Cabin Pressure Uncontrollable<br/> 99010690 - 2131 Cabin Decompression<br/> 99010691 - 2131 Cabin Fails to Pressurise<br/> 99010692 - 2131 Cabin Over Pressurisation<br/> 99010695 - 2133 Cabin Pressure Regulator/ Outflow Valve Failure<br/> 99010697 - 2134 Cabin Pressure Sensor Erroneous Operation<br/> 99010696 - 2134 Cabin Pressure Sensor Loss or Unavailability</p>  |  |  | SCF-NP |
| AN1-4.8 | (8) Critically low fuel quantity or fuel quantity at destination below required final reserve fuel.  | <p>Select the appropriate event from the list below</p> <p>99010072 - Low fuel level warning triggered</p>  |  |  | FUEL   |

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|            |  | In cases where the landing with a reserve was the result of a preceding event, use the event type from the list of "outcome events":<br>99010058 - Landing with a fuel reserve less than required by regulation   |   |  |  |
| AN1-4.1-9  | (9) Any use of crew oxygen system by the crew.   | Select any of the following events as applicable:<br><br>99010335 - Release/ Use of Oxygen Masks (Flight Crew)<br>99010336 - Release/ Use of Oxygen Masks (Passengers and Cabin Crew)   |   |  | Category depends on the events preceding the use of oxygen, likely SCF-NP  |
| AN1-4.10   | (10) Incapacitation of any member of the flight or cabin crew that results in the reduction below the minimum certified crew complement. | Select any of the following events as applicable:<br><br>#2040100 - Flight crew incapacitation/illness/medical issue<br>2030600 - Cabin crew medical or incapacitation<br>99010560 - Personnel Impairment and Incapacitation Events<br>In conjunction with<br>7030100 - Crew or Staff Below Regulatory Requirement<br>Which should be coded following the events describing the incapacitation. | Need to use combination of events to capture full meaning, no new event type proposed – would be too detailed |  | MED  |
| AN1-4.1-11 | (11) Crew fatigue impacting or potentially impacting their ability to perform safely their flight duties.                                | Select<br>99010559 - Fatigue  |   |  | Category depends on the events describing the consequences of the fatigue  |
| AN1-5      | 5. EXTERNAL ENVIRONMENT AND METEOROLOGY  |   |   |  |  |
| AN1-5.1    | (1) A collision or a near collision on the ground or in the air, with another aircraft, terrain or obstacle                              | Select the appropriate event type from the lists under<br>2180000 - Airborne collisions and near collisions in the air<br>2050400 - Aircraft collisions and near collisions with object/obstacle on ground<br>2050200 - An aircraft collision with the terrain or obstacles whilst in the air   |   |  | GCOLL (if on the ground)<br><br>MAC – Collision aircraft – aircraft in the air<br><br>CFIT for controlled collision with obstacles etc,<br><br>CTOL – collisions with obstacles during take-off landing , e.g. tree in the take-off path |

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| AN1-5.2  | (2) ACAS RA (Airborne Collision Avoidance System, Resolution Advisory).  | 99010391 - ACAS/ TCAS RA   |  |  | MAC                               |
| AN1-5.3  | (3) Activation of genuine ground collision system such as GPWS (Ground Proximity Warning System)/TAWS (Terrain Awareness and Warning System) 'warning'.  | Select any of the following events as applicable:<br><br>2260300 - TAWS/ GPWS Caution Warning<br>99010396 - TAWS/ GPWS Pull Up Warning   |  |  | CFIT                              |
| AN1-5.4  | (4) Wildlife strike including bird strike.   | Select any of the following events as applicable:<br><br>99010152 - Birdstrike or Wildlife Strike Damage<br>2050301 - Aircraft collision with bird/bird strike<br>2140100 - Turbine engine ingestion – bird<br>2180301 - Near collision with a bird<br>99010122 - Near collision with an animal<br>2050402 - Aircraft collision with an animal |  |  | WILD, BIRD                        |
| AN1-5.5  | (5) Foreign object damage/debris (FOD).  | Select any of the following events as applicable:<br><br>2060200 - Aircraft damage caused by foreign object (FOD).<br>99011699 - Compressor Blade FOD Damage<br>99011726 - Fan Blade FOD Damage  |  |  | ADRM (if related to an aerodrome) |
| AN1-5.6  | (6) Unexpected encounter of poor runway surface conditions.  | Select:<br>99011941 - Poor Runway Condition in case permanent poor runway conditions. In case of poor conditions due to environmental conditions select as appropriate from:<br>99010397 - Aquaplaning Encounter<br>99010400 - Snow/ Slush Encounter   | The aspect of "unexpected" cannot be covered |  | ADRM                              |
| AN1-5.7  | (7) Wake-turbulence encounters.  | 2220400 - Aircraft encountered vortex/wake turbulence  |  |  | TURB                              |
| AN1-5.8  | (8) Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights, lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means. | Select:<br>2270000 - Interference with aircraft<br>Or, if more detail is available, select a matching event type from the list below this event type.  |  |  | SEC                               |
| AN1-5.9  | (9) A lightning strike which resulted in damage to the aircraft or loss or malfunction of any aircraft system.   | 99010229 - Aircraft damage caused by lightning strike<br>Note: use 2222000 - Lightning strike – in case there was no damage  |  |  | WSTRW                             |
| AN1-5.10 | (10) A hail encounter which resulted in damage to the aircraft or loss or malfunction of any aircraft system.  | 99010228 - Hail Damage<br>Note: use 2221300 - Hail encounter in case there was no damage   |  |  |                                   |
| AN1-5.11 | (11) Severe turbulence encounter or any encounter resulting in injury to occupants or deemed to require a 'turbulence check' of the aircraft.  | Select the appropriate event type from the lists under<br>99010233 - Turbulence Damage<br>2150100 - Injuries from turbulence<br>2220600 - Aircraft encounter with turbulence   |  |  | TURB                              |
| AN1-5.12 | (12) A significant wind shear or thunderstorm encounter which has or   | Select any of the following events as applicable:<br><br>2220200 - Aircraft encountered windshear  |  |  | WSTRW                             |

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|          | could have endangered the aircraft, its occupants or any other person.   |  |   |  |      |
| AN1-5.13 | (13) Icing encounter resulting in handling difficulties, damage to the aircraft or loss or malfunction of any aircraft system.   | Select any of the following events as applicable:<br><br>2220100 - Aircraft encountered icing conditions<br>2140300 - Ingestion - ice<br>And encode any additional aspect using the event types for the involved systems or handling difficulties. | Note: no specific event type for the unspecific "handling difficulties" – could be added under "outcome" events,<br><br>Ice ingestion – possibility of this resulting from icing conditions encounter |  | ICE  |
| AN1-5.14 | (14) Volcanic ash encounter.   | 2220300 - Aircraft encountered volcanic ash  |   |  | OTHR |
| AN1-6    | 6. SECURITY  |  |   |  | SEC  |
| AN1-6.1  | (1) Bomb threat or hijack.   | 2230100 - Bomb warning/scare<br>2230200 - Hijacking  |   |  | SEC  |
|          | (2) Difficulty in controlling intoxicated, violent or unruly passengers.   | 2230500 - Difficult / unruly passenger   |   |  | SEC  |
|          | (3) Discovery of a stowaway.   | 2230600 - Stowaway   |   |  | SEC  |
|          | ANNEX II   |  |   |  |      |
| AN2      | OCCURRENCES RELATED TO TECHNICAL CONDITIONS, MAINTENANCE AND REPAIR OF THE AIRCRAFT  |  | Note: No specific event at hand.,   |  |      |
| AN2-1    | 1. MANUFACTURING<br><br>Products, parts or appliances released from the production organisation with deviations from applicable design data that could lead to a potential unsafe condition as identified with the holder of the type-certificate or design approval | 99012034 - Aircraft Production   |   |  |      |
| AN2-2    | 2. DESIGN<br><br>Any failure, malfunction, defect or other occurrence related to a product, part, or   | 99012033 - Aircraft Design   |   |  |      |

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|         | appliance which has resulted in or may result in an unsafe condition.   |   |   |  |                                   |
| AN2-3   | 3. MAINTENANCE AND CONTINUING AIRWORTHINESS MANAGEMENT  |   |   |  |                                   |
| AN2-3.1 | (1) Serious structural damage (for example: cracks, permanent deformation, delamination, debonding, burning, excessive wear, or corrosion) found during maintenance of the aircraft or component.                                       | Use event type describing the involved component/ system in conjunction with the appropriate "maintenance" phase of operation   | Quite general requirement   |  | SCF-NP                            |
| AN2-3.2 | (2) Serious leakage or contamination of fluids (for example: hydraulic, fuel, oil, gas or other fluids).  | Select any of the following events as applicable in conjunction with the appropriate "maintenance" phase of operation<br>1280100 - Fuel leak (ATA Code:2801)<br>99011737 - Engine Fuel Leak<br>99011827 - Engine Oil Storage Leak<br>99012038 - 2901 Hydraulic Leak   |   |  | SCF-NP                            |
| AN2-3.3 | (3) Failure or malfunction of any part of an engine or powerplant and/or transmission resulting in any one or more of the following:<br><br>(a) non-containment of components/debris;<br><br>(b) failure of the engine mount structure. | Select any of the following events as applicable<br><br>99011687 - Turbine Engine Separation<br>1720102 - Turbine Engine Non Containment of High Energy Debris<br>1850102 - Reciprocating Engine Non Containment of High Energy Debris<br>99011871 - Reciprocating Engine Separation<br>99011187 - 4910 APU Uncontainment   |   |  | SCF-PP                            |
| AN2-3.4 | (4) Damage, failure or defect of propeller, which could lead to in-flight separation of the propeller or any major portion of the propeller and/or malfunctions of the propeller control.   | Select any of the following events as applicable<br><br>1610102 - 6111 Propeller Blade Separation<br>99011569 - 6120 Propeller Control System<br>1610120 - 6120 Propeller Control Autofeather/ Pitch Lock Failure<br>1610101 - Propeller Over-Speed<br>99011570 - 6120 Propeller Reverse Thrust/ Beta Range Control Failure   |   |  | SCF-PP                            |
| AN2-3.5 | (5) Damage, failure or defect of main rotor gearbox/attachment, which could lead to in-flight separation of the rotor assembly and/or malfunctions of the rotor control.  | Select any of the following events as applicable<br>99011580 - Main Rotor Blade Separation/ Failure<br>99011581 - Main Rotor Blade Control Rod Failure<br>99011586 - Main Rotor Hinge Failure<br>99011587 - Main Rotor Hub Failure<br>99011638 - 6710 Main Rotor Control System<br>99011639 - Collective Control Restriction<br>99011640 - Collective Control Loss or Unavailability<br>99011641 - Cyclic Control Restriction | Note duplicate event types:<br><br>99011578 - Main Rotor Blade Damage |  | SCF-PP<br><br>SCF-NP (tail rotor) |



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|         |   | 99011642 - Cyclic Control Loss or Unavailability   | 99011582 - Main Rotor Blade Damage<br><br>99011579 - Main Rotor Blade Delamination<br><br>99011583 - Main Rotor Blade Delamination<br><br>99011580 - Main Rotor Blade Separation/ Failure<br><br>99011584 - Main Rotor Blade Failure |  |        |
| AN2-3.6 | (6) Significant malfunction of a safety-critical system or equipment including emergency system or equipment during maintenance testing or failure to activate these systems after maintenance. | For events related to errors found during testing, use the appropriate event type for the system or component involved in conjunction with the related maintenance phase of operation.<br>For the aspect of "failure to activate..." select the appropriate event type from the list below:<br>99010413 - Activation of Systems after Fault Isolation<br>99010425 - Activation of Systems after Installation |  |  | SCF-NP |
| AN2-3.7 | (7) Incorrect assembly or installation of components of the aircraft found during an inspection or test procedure not intended for that specific purpose.                                       | Select any of the events below in conjunction with the appropriate "maintenance" phase of operation.<br>99010410 - Incorrect Assembly of Parts or Components<br>99010431 - Incomplete Installation<br>99010432 - Mis-Rigging<br>99010436 - Wrong Orientation of Installation   | The aspect of "not intended for that specific purpose" cannot be captured  |  |        |
| AN2-3.8 | (8) Wrong assessment of a serious defect, or serious non-compliance with MEL and Technical logbook procedures.  | Select any of the events below in conjunction with the appropriate "maintenance" phase of operation.<br>99010439 - Incorrect Assessment of Defect or Fault<br>99010073 - Monitoring of MEL Interval Expiration<br>99010434 - Unapproved Modification Carried Out   | Note: aspect of non-compliance with maintenance procedures cannot be captured, only certain aspects resulting from a non-compliance.   |  |        |
| AN2-3.9 | (9) Serious damage to Electrical Wiring Interconnection System (EWIS).  | Select the appropriate event type from the list below in conjunction with the related maintenance phase of operation   |  |  | SCF-NP |

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|          |   | 1240000 - Electrical power system related event (ATA Code:2400)<br>99010676 - Miscellaneous Wiring Failure<br>99010677 - Miscellaneous Wiring Chaffing<br>99010787 - AC Wiring Arching<br>99010788 - AC Wiring Damage<br>99010793 - DC Wiring Arching<br>99010794 - DC Wiring Damage   |   |  |        |
| AN2-3.10 | (10) Any defect in a life-controlled critical part causing retirement before completion of its full life.   | Select the related system/ component related type. Complete the component related details (e.g. via completing the topic "parts" under the topic aircraft in the operational – full view of the data)  | Note: the aspect of life controlled part cannot be captured |  | SCF-NP |
| AN2-3.11 | (11) The use of products, components or materials, from unknown, suspect origin, or unserviceable critical components.  | Select the appropriate event type from the list under in conjunction with the related maintenance phase of operation<br>99010119 - Bogus Part Accepted as Serviceable<br>99010405 - Delivery of Unserviceable Part<br>99010408 - Unserviceable/Quarantine Components Accepted as Serviceable (includes docs)<br>99010118 - Suspect/bogus part installed<br>99010435 - Unserviceable Part Installed   |   |  |        |
| AN2-3.12 | (12) Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including language issue. | Select the appropriate event type from the below in conjunction with the related maintenance phase of operation<br>99010528 - Component Documentation Missing<br>99010531 - Documentation of Non-Executed Maintenance<br>99010117 - Incorrect Procedure/Documentation Used for Maintenance<br>99010532 - Incorrect Procedure/Documentation Used for Maintenance<br>99010529 - Maintenance Not Matching Documentation<br>99010530 - Maintenance Not Recorded<br>99010534 - Out of Date Procedure/ Documentation Used for Maintenance<br>99010535 - Release to service documentation missing | .Note: Very general   |  |        |
| AN2-3.13 | (13) Incorrect control or application of aircraft maintenance limitations or scheduled maintenance.   | Select the appropriate event type from the list below in conjunction with the related maintenance phase of operation<br>99010446 - Maintenance Task Planning<br>99010447 - Monitoring of Maintenance Task  |   |  |        |
| AN2-3.14 | (14) 1. Releasing an aircraft to service from maintenance in case of any non-   | Select the applicable event type from the list under<br>7050000 - Aircraft related regulatory event/issue  | Note: Very general.   |  |        |

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|          | compliance which endangers the flight safety.   |   |  |  |   |
| AN2-3.15 | (15) Serious damage caused to an aircraft during maintenance activities due to incorrect maintenance or use of inappropriate or unserviceable ground support equipment that requires additional maintenance actions.  | Select the appropriate event type from the below<br><br>99010418 - FOD Control During Maintenance<br>99010421 - Material Left in Aircraft Post Maintenance<br>99010422 - Tool Left in Aircraft Post Maintenance<br>99010118 - Suspect/bogus part installed<br>99010424 - Access Panels Not Correctly Secured after Installation<br>99010426 - Damage during Repair<br>99010427 - Damage on Installation<br>99010432 - Mis-Rigging<br>99010433 - Repair Error<br>99010434 - Unapproved Modification Carried Out<br>99010435 - Unserviceable Part Installed<br>99010436 - Wrong Orientation of Installation<br>99010437 - Wrong Part Installed/Removed/Repaired | Note: The aspect of "serious damage" cannot be captured, neither the causes "due to incorrect maintenance..." even though this aspect is remotely addressed in some of the event types listed. |  |   |
| AN2-3.16 | (16) Identified burning, melting, smoke, arcing, overheating or fire occurrences.   | Select the appropriate events under "fire" or "smoke" in conjunction with an event type related to the system/component concerned.  |  |  | F-NI (if previous fire/smoke event can be identified) |
| AN2-3.17 | (17) Any occurrence where the human performance, including fatigue of personnel, has directly contributed to or could have contributed to an accident or a serious incident.  | Select<br>99010559 – Fatigue<br>Followed by an event type that describes the operational impact of the fatigued person  |  |  |   |
| AN2-3.18 | (18) Significant malfunction, reliability issue, or recurrent recording quality issue affecting a flight recorder system (such as a flight data recorder system, a data link recording system or a cockpit voice recorder system) or lack of information needed to ensure the serviceability of a flight recorder system. | Select the appropriate event type from the below<br><br>1313000 - 3130 Flight Data Recording System<br>99010972 - Flight Data Recorder Failure<br>99010974 - Quick Access Recorder Failure<br>99010971 - CVR Failure<br>99010973 - HUMS Failure<br>99010528 - Component Documentation Missing   |  |  | SCF-NP  |
|          | ANNEX III   |   |  |  |   |
| AN3      | OCCURRENCES RELATED TO AIR NAVIGATION SERVICES AND FACILITIES   | The relation of the occurrence to Air Navigation Services need to be captured with corresponding event type from the list under<br>4000000 - Air Navigation Services related event<br>and such event (s) should be coded before an event type from the list suggested for each specific occurrence.   |  |  | ATM   |
| AN3-1    | 1. AIRCRAFT-RELATED OCCURRENCES   |   |  |  |   |

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| AN3-1.1  | (1) A collision or a near collision on the ground or in the air, between an aircraft and another aircraft, terrain or obstacle, including near-controlled flight into terrain (near CFIT). | Select the appropriate event type from the list below<br><br>2180000 - Airborne collisions and near collisions in the air<br>2050400 - Aircraft collisions and near collisions with object/obstacle on ground<br>2050200 - An aircraft collision with the terrain or obstacles whilst in the air   |  |  | MAC or CFIT,CTOL depending on the events and related flight phases |
| AN3-1.2  | (2) Separation minima infringement   | 2180107 - Separation minima infringement   |  |  | MAC  |
| AN3-1.3  | (3) Inadequate separation  | 2180100 - Near collisions - loss of separation between aircraft.   |  |  | MAC, ATM   |
| AN3-1.4  | (4) ACAS RAs.  | 99010391 - ACAS/ TCAS RA   |  |  | MAC  |
| AN3-1.5  | (5) Wildlife strike including bird strike.   | Select the appropriate event type from the list below<br><br>99010152 - Birdstrike or Wildlife Strike Damage<br>2050301 - Aircraft collision with bird/bird strike<br>2140100 - Turbine engine ingestion – bird<br>2180301 - Near collision with a bird<br>99010122 - Near collision with an animal<br>2050402 - Aircraft collision with an animal   |  |  | WILD, BIRD   |
| AN3-1.6  | (6) Taxiway or runway excursion.   | Select any of the following events as applicable:<br>2070200 - Taxiway excursion<br>2070100 - Runway excursion to the side<br>2070400 - The aircraft ran off the end of the runway<br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641                                   |  |  | RE / OTHR  |
| AN3-1.7  | (7) Actual or potential taxiway or runway incursion.   | Select the appropriate event type from the listsbelow<br><br>2200103 - Runway incursion by a person<br>2200102 - Runway incursion by a vehicle/equipment<br>2200101 - Runway incursion by an aircraft<br>2200203 - Taxiway incursion by a person<br>2200202 - Taxiway incursion by a vehicle/equipment<br>2200201 - Taxiway incursion by an aircraft |  |  | RI / OTHR  |
| AN3-1.8  | (8) Final Approach and Take-off Area (FATO) incursion.   | Select the appropriate event type from the lists below<br><br>99010382 - FATO Incursion by a Person<br>99010383 - FATO Incursion by a Vehicle/ Equipment<br>99010381 - FATO Incursion by an Aircraft   |  |  | RI   |
| AN3-1.9  | (9) Aircraft deviation from ATC clearance.   | Select the applicable event type from the list under<br>2020500 - Deviation from an air traffic control clearance  |  |  | NAV  |
| AN3-1.10 | (10) Aircraft deviation from applicable air traffic management (ATM) regulation:   | 2020700 - Deviation from ATM Regulation  |  |  | OTHR   |

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| AN3-1.10a | (a) aircraft deviation from applicable published ATM procedures;  | 2020800 - Flight crew deviation from applicable ATM procedures   |  |  |  |
| AN3-1.10b | (b) airspace infringement including unauthorised penetration of airspace;   | 2020400 - Controlled/restricted airspace infringement  |  |  | NAV, MAC, OTHR depending on the reasons for and the consequences of the infringement |
| AN3-1.10c | (c) deviation from aircraft ATM-related equipment carriage and operations, as mandated by applicable regulations.   | 2020702 - Deviations from ATM mandatory carriage of aircraft equipment   |  |  | OTHR   |
| AN3-1.11  | (11) Call sign confusion related occurrences.   | 99010197 - Callsign Confusion<br>99012046 - Flight Crew Callsign Confusion   |  |  | ATM /OTHR  |
| AN3-2     | 2. DEGRADATION OR TOTAL LOSS OF SERVICES OR FUNCTIONS   |  |  |  | ATM  |
| AN3-2.1   | (1) Inability to provide ATM services or  |  |  |  | ATM  |
| AN3-2.1a  | (a) inability to provide air traffic services or to execute air traffic services functions;   | 4050101 - Inability to provide Air Traffic Services  |  |  | ATM  |
| AN3-2.1b  | (b) inability to provide airspace management services or to execute airspace management functions;  | 4050102 - Inability to provide Air Space Management services   |  |  | ATM  |
| AN3-2.1c  | (c) inability to provide air traffic flow management and capacity services or to execute air traffic flow management and capacity functions.                            | 4050103 - Inability to provide Air Traffic Flow Management services  |  |  | ATM  |
| AN3-2.2   | (2) Missing or significantly incorrect, corrupted, inadequate or misleading information from any support service, including relating to poor runway surface conditions. | Select the applicable event type from the lists below-<br>5010100 - Aerodrome and ATC Support Systems  |  |  | ATM  |
| AN3-2.3   | (3) Failure of communication service.   | 4050200 - Air Traffic Management failure of communications   |  |  | ATM  |
| AN3-2.4   | (4) Failure of surveillance service.  | 4050300 - ATM Surveillance Equipment   |  |  | ATM  |
| AN3-2.5   | (5) Failure of data processing and distribution function or service.  | 4050400 - Failure of data processing   |  |  | ATM  |
| AN3-2.6   | (6) Failure of navigation service.  | 4050600 - ATM Navigational Equipment   |  |  | ATM  |
| AN3-2.7   | (7) Failure of ATM system security which had or could have a direct negative impact on the safe provision of service.   | 4060000 - Air Traffic Management emergency/security situation  |  |  | ATM  |
| AN3-2.8   | (8) Significant ATS sector/position overload leading to a potential deterioration in service provision.   | Select the appropriate event type from the lists below<br><br>99010215 - Over Delivery of Regulated Traffic<br><br>99010605 - Task Management Events |  |  | ATM  |

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| AN3-2.9  | (9) Incorrect receipt or interpretation of significant communications, including lack of understanding of the language used, when this had or could have a direct negative impact on the safe provision of service.   | Select the appropriate event type from the lists below<br>99012041 - Flight Crew Interpretation of Communications<br>99010545 - Reading/ Language Comprehension<br>99010617 - Interpretation/ Understanding<br>99010619 - Language/ Accent<br>99010621 - Speech Rate/ Tone    |   |  | ATM   |
| AN3-2.10 | (10) Prolonged loss of communication with an aircraft or with other ATS unit.   | 99010347 - Prolonged Loss of Communication  | Only related to the flight crew operations.<br>Prolonged loss of communication with other ATC unit not covered by event types |  | ATM   |
| AN3-3    | 3. OTHER OCCURRENCES  |   |   |  |   |
| AN3-3.1  | (1) Declaration of an emergency ('Mayday' or 'PAN' call).   | Select any of the following events as applicable<br>3020200 - Declared emergency - Urgency (PAN call)<br>3020100 - Declared emergency - Distress (Mayday)<br>Note: These events describe the "outcome". Also enter the events that preceded the declaration of the emergency. |   |  | Occurrence category depending on events leading to the emergency call |
| AN3-3.2  | (2) Significant external interference with Air Navigation Services (for example radio broadcast stations transmitting in the FM band, interfering with ILS (instrument landing system), VOR (VHF Omni Directional Radio Range) and communication).          | 99011908 - Air/ Ground Radio Interference   |   |  | ATM   |
| AN3-3.3  | (3) Interference with an aircraft, an ATS unit or a radio communication transmission including by firearms, fireworks, flying kites, laser illumination, high-powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means. | 99010095 - Interference by LASER/Beamer<br>Or any applicable event types in the list below<br>2270000 - Interference with aircraft  |   |  | SEC   |
| AN3-3.4  | (4) Fuel dumping.   | 3100000 - Fuel dumping<br>Note: This event is an "outcome" It is essential that the events leading to this outcome be captured as well and are coded in the event sequence before the outcome event.  |   |  |   |
| AN3-3.5  | (5) Bomb threat or hijack.  | 4060300 - Bomb threat to an Air Traffic Management facility<br>2230100 - Bomb warning/scare<br>2230200 - Hijacking  |   |  | SEC   |
| AN3-3.6  | (6) Fatigue impacting or potentially impacting the ability to perform safely the air navigation or air traffic duties.  | 99010559 – Fatigue<br>It is essential to also provide the impact the fatigued person had on the operations. This should be captured using an  |   |  | ATM   |

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|           |  | applicable event type and be recorded after the fatigue event in the event sequence.  |  |  |                                       |
| AN3-3.7   | (7) Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident. | Select the applicable event type from the list below<br>99010159 - Personnel Events<br><br>It is essential to also provide the impact that the human performance related event had on the operations. This should be captured using an applicable event type and be recorded after the human performance event in the event sequence.               |  |  | Various, depending on the event types |
| AN4       | ANNEX IV OCCURRENCES RELATED TO AERODROMES AND GROUND SERVICES   |   |  |  |                                       |
| AN4-1     | 1. SAFETY MANAGEMENT OF AN AERODROME   |   |  |  |                                       |
| AN4-1.1   | 1.1. Aircraft- and obstacle-related occurrences  |   |  |  |                                       |
| AN4-1.1.1 | (1) A collision or near collision, on the ground or in the air, between an aircraft and another aircraft, terrain or obstacle.             | Select the appropriate event type from the lists below<br>2180000 - Airborne collisions and near collisions in the air<br>2050400 - Aircraft collisions and near collisions with object/obstacle on ground<br>2050200 - An aircraft collision with the terrain or obstacles whilst in the air   |  |  |                                       |
| AN4-1.1.2 | (2) Wildlife strike including bird strike.   | Select the appropriate event type from the lists below<br><br>99010152 - Birdstrike or Wildlife Strike Damage<br>2050301 - Aircraft collision with bird/bird strike<br>2140100 - Turbine engine ingestion – bird<br>2180301 - Near collision with a bird<br>99010122 - Near collision with an animal<br>2050402 - Aircraft collision with an animal |  |  | WILD, BIRD                            |
| AN4-1.1.3 | (3) Taxiway or runway excursion.   | Select any of the following events as applicable:<br>2070200 - Taxiway excursion<br>2070100 - Runway excursion to the side<br>2070400 - The aircraft ran off the end of the runway<br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641                                  |  |  | RE , OTHR                             |
| AN4-1.1.4 | (4) Actual or potential taxiway or runway incursion.   | Select the appropriate event type from the lists below<br><br>2200103 - Runway incursion by a person<br>2200102 - Runway incursion by a vehicle/equipment<br>2200101 - Runway incursion by an aircraft<br>2200203 - Taxiway incursion by a person   |  |  | RI, OTHR                              |

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|           |   | 2200202 - Taxiway incursion by a vehicle/equipment<br>2200201 - Taxiway incursion by an aircraft   |   |  |      |
| AN4-1.1.5 | (5) Final Approach and Take-off Area (FATO) incursion or excursion.   | 99010382 - FATO Incursion by a Person<br>99010383 - FATO Incursion by a Vehicle/ Equipment<br>99010381 - FATO Incursion by an Aircraft   |   |  | RI   |
| AN4-1.1.6 | (6) Aircraft or vehicle failure to follow clearance, instruction or restriction while operating on the movement area of an aerodrome (for example: wrong runway, taxiway or restricted part of an aerodrome).                           | Select any of the following events as applicable in conjunction with the related phase of operation which should relate to the operation on the movement area of the aerodrome.<br>99012045 - Vehicle Clearance Violation<br>2020523 - Deviation-hold short<br>2020509 - Clearance deviation – holding<br>2020504 - Clearance deviation - line-up<br>2020502 - Clearance deviation - push-back<br>2020511 - Clearance deviation - runway crossing<br>2020501 - Clearance deviation - start-up<br>99010341 - Stop Bar Crossing Deviation<br>2020505 - Clearance deviation - take-off<br>2020503 - Clearance deviation – taxi<br>2020520 - Deviation from clearance - time restriction or constraint<br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641 |   |  | ADRM |
| AN4-1.1.7 | (7) Foreign object on the aerodrome movement area which has or could have endangered the aircraft, its occupants or any other person.   | Select any of the following events as applicable in conjunction with the related phase of operation which should relate to the operation on the movement area of the aerodrome.<br>5030400 - Foreign object control/removal (FOD)<br>060200 - Aircraft damage caused by foreign object (FOD).<br>99011699 - Compressor Blade FOD Damage<br>99011726 - Fan Blade FOD Damage<br><br>as well as the<br>Picture of the foreign object (attr 821)<br>The location on the aerodrome (attr 819)<br>The collecting phase (attr 820)  |   |  | ADRM |
| AN4-1.1.8 | (8) Presence of obstacles on the aerodrome or in the vicinity of the aerodrome which are not published in the AIP (Aeronautical Information Publication) or by NOTAM (Notice to Airmen) and/or that are not marked or lighted properly. | Select any of the following events as applicable:<br>5020404 - Aerodrome obstacle marking related event<br>5020100 - Aerodrome lighting systems related event  | Aspects of “non-marked” or “not published” cannot be captured |  | ADRM |



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| AN4-1.1.9  | (9) Push-back, power-back or taxi interference by vehicle, equipment or person.  | Select phase push-back and select applicable event type<br>2200303 - Apron incursion by a person<br>2200302 - Apron incursion by a vehicle/equipment<br>2200301 - Apron incursion by an aircraft<br>99010239 - Near Collision - Vehicle with Object<br>99010240 - Near Collision - Vehicle with Person<br>2180405 - Near Ground Collision with Vehicle/ Equipment<br>2180403 - Near collision with person |   |  | OTHR / RAMP   |
| AN4-1.1.10 | (10) Passengers or unauthorised person left unsupervised on apron.   |   |   |  | ADRM  |
| AN4-1.1.11 | (11) Jet blast, rotor down wash or propeller blast effect.   | Select any of the following events as applicable:<br>2060600 - Damage caused by propeller/rotor/jet blast<br>2150300 - Injuries received from contact with a propeller blast, helicopter rotor downwash or jet blast<br>99010398 - Jet Blast Encounter  | Note Prop wash only found in explanation of "jet blast encounter" event type. Rotor downwash not covered. |  | RAMP / OTHR   |
| AN4-1.1.12 | (12) Declaration of an emergency ('Mayday' or 'PAN' call).   | Select any of the following events as applicable<br>3020200 - Declared emergency - Urgency (PAN call)<br>3020100 - Declared emergency - Distress (Mayday)<br>Note: These event describe the "outcome". Also enter the events that preceded the declaration of the emergency.  |   |  | Occurrence category depending on events leading to the emergency call |
| AN4-1.2    | 1.2. Degradation or total loss of services or functions  | 050000 - Aerodrome and Air Traffic Management/Communication, Navigation and Surveillance serviceability related event   |   |  | ATM   |
| AN4-1.2.1  | (1) Loss or failure of communication between:<br><br>(a) aerodrome, vehicle or other ground personnel and air traffic services unit or apron management service unit;<br><br>(b) apron management service unit and aircraft, vehicle or air traffic services unit. | 99011915 - Ground Communications Failure<br>4050200 - Air Traffic Management/failure of communications  | Only a general "ground communications failure" event type at hand   |  | ATM   |
| AN4-1.2.2  | (2) Significant failure, malfunction or defect of aerodrome equipment or system which has or could have endangered the aircraft or its occupants.  | 5010100 - Aerodrome and ATC Support Systems   |   |  | ADRM  |
| AN4-1.2.3  | (3) Significant deficiencies in aerodrome lighting, marking or signs.  | Select the appropriate event type from the lists below<br><br>5020400 - Aerodrome markings related event<br>5020100 - Aerodrome lighting systems related event<br>5020300 - Aerodrome signs related event   |   |  | ADRM  |
| AN4-1.2.4  | (4) Failure of the aerodrome emergency alerting system.  | 99012047 - Aerodrome Emergency Alerting System Failure  |   |  | ADRM  |

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| AN4-1.2.5 | (5) Rescue and firefighting services not available according to applicable requirements.   | Select the appropriate event type from the lists below<br>99010225 - Aerodrome Emergency or Fire Services Insufficient<br>99010226 - Aerodrome Emergency or Fire Services Not Available   |   |  | ADRM      |
| AN4-1.3   | 1.3. Other occurrences   |   |   |  |           |
| AN4-1.3.1 | (1) Fire, smoke, explosions in aerodrome facilities, vicinities and equipment which has or could have endangered the aircraft, its occupants or any other person.      |   | Fire, smoke, explosions in aerodrome facilities not covered                   |  | ADRM, SEC |
| AN4-1.3.2 | (2) Aerodrome security related occurrences (for example: unlawful entry, sabotage, bomb threat).   | Select the appropriate event type from the lists below<br>5070000 - Aerodrome security<br>99010224 - Passengers/ Person Unsupervised on Apron<br>5070200 – Sabotage<br>5070100 - Unlawful entry<br>5079800 - Other Aerodrome Security Event                                     |   |  | SEC       |
| AN4-1.3.3 | (3) Absence of reporting of a significant change in aerodrome operating conditions which has or could have endangered the aircraft, its occupants or any other person. |   | Note: No event type available   |  | ADRM      |
| AN4-1.3.4 | (4) Missing, incorrect or inadequate de-icing/anti-icing treatment.  | Select the appropriate event type from the lists below<br>5050200 - De-icing<br>99010242 - De-icing Fluid Spill<br>99010243 - De-icing Incomplete<br>99010244 - De-icing Not Carried Out<br>99010245 - De-icing Procedures Not Followed<br>99010246 - Wrong De-icing Agent Used |   |  | ADRM      |
| AN4-1.3.5 | (5) Significant spillage during fuelling operations.   | 99010248 - Fuel Spill During Fuelling   |   |  | ADRM/RAMP |
| AN4-1.3.6 | (6) Loading of contaminated or incorrect type of fuel or other essential fluids (including oxygen, nitrogen, oil and potable water).                                   | Select the appropriate event type from the lists below<br>99010247 - Contaminated Fuel Loaded<br>99010253 - Incorrect Fuel Type Loaded<br>99010300 - Aircraft Water Supply Spillages  | Note: no event type for issues related to oxygen, nitrogen, and oil servicing |  | ADRM      |
| AN4-1.3.7 | (7) Failure to handle poor runway surface conditions.  | If the poor conditions are related to ice/snow contamination use<br>5030200 - Aerodrome Snow/ Ice Removal Insufficient<br>99010227 - Aerodrome Snow/ Ice Removal Not Available<br>Otherwise use   |   |  | ADRM      |

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|           |  | 99011941 - Poor Runway Condition  |  |  |  |
| AN4-1.3.8 | (8) Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident. | Select the applicable event type from the list below<br>99010159 - Personnel Events<br><br>It is essential to also provide the impact that the human performance related event had on the operations. This should be captured using an applicable event type and be recorded after the human performance event in the event sequence.                 |  |  | Various, depending on the event types              |
| AN4-2     | 2. GROUND HANDLING OF AN AIRCRAFT  |   |  |  | RAMP   |
| AN4-2.1   | 2.1. Aircraft- and aerodrome-related occurrences   |   |  |  |  |
| AN4-2.1.1 | (1) A collision or near collision, on the ground or in the air, between an aircraft and another aircraft, terrain or obstacle.             | Select the appropriate event type from the lists below<br><br>2180000 - Airborne collisions and near collisions in the air<br>2050400 - Aircraft collisions and near collisions with object/obstacle on ground<br>2050200 - An aircraft collision with the terrain or obstacles whilst in the air   |  |  | RI, CTOL, GCOL, CFIT depending on the event types. |
| AN4-2.1.2 | (2) Runway or taxiway incursion.   | Select the appropriate event type from the lists below<br><br>2200103 - Runway incursion by a person<br>2200102 - Runway incursion by a vehicle/equipment<br>2200101 - Runway incursion by an aircraft<br>2200203 - Taxiway incursion by a person<br>2200202 - Taxiway incursion by a vehicle/equipment<br>2200201 - Taxiway incursion by an aircraft |  |  | RI, OTHR   |
| AN4-2.1.3 | (3) Runway or taxiway excursion.   | Select any of the following events as applicable:<br><br>2070200 - Taxiway excursion<br>2070100 - Runway excursion to the side<br>2070400 - The aircraft ran off the end of the runway<br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641                                |  |  | RE, OTHR   |
| AN4-2.1.4 | (4) Significant contamination of aircraft structure, systems and equipment arising from the carriage of baggage, mail or cargo.            | 1255901 - Cargo leak  |  |  | OTHR, RAMP, SCF-NP depending on event types        |
| AN4-2.1.5 | (5) Push-back, power-back or taxi interference by vehicle, equipment or person.  | Select phase push-back and select applicable event type<br><br>2200303 - Apron incursion by a person<br>2200302 - Apron incursion by a vehicle/equipment  |  |  | RAMP   |

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|           |   | 2200301 - Apron incursion by an aircraft<br>99010239 - Near Collision - Vehicle with Object<br>99010240 - Near Collision - Vehicle with Person<br>2180405 - Near Ground Collision with Vehicle/ Equipment<br>2180403 - Near collision with person   |  |  |           |
| AN4-2.1.6 | (6) Foreign object on the aerodrome movement area which has or could have endangered the aircraft, its occupants or any other person.                             | Select any of the following events as applicable in conjunction with the related phase of operation which should relate to the operation on the movement area of the aerodrome.<br>5030400 - Foreign object control/removal (FOD)<br>060200 - Aircraft damage caused by foreign object (FOD).<br>99011699 - Compressor Blade FOD Damage<br>99011726 - Fan Blade FOD Damage<br><br>as well as the<br>Picture of the foreign object (attr 821)<br>The location on the aerodrome (attr 819)<br>The collecting phase (Attr 820) |  |  | ADRM      |
| AN4-2.1.7 | (7) Passengers or unauthorised person left unsupervised on apron.   | 99010224 - Passengers/ Person Unsupervised on Apron   |  |  |           |
| AN4-2.1.8 | (8) Fire, smoke, explosions in aerodrome facilities, vicinities and equipment which has or could have endangered the aircraft, its occupants or any other person. |   | Note: no event type  |  | SEC, OTHR |
| AN4-2.1.9 | (9) Aerodrome security-related occurrences (for example: unlawful entry, sabotage, bomb threat).  | Select the appropriate event type from the list below<br><br>5070000 - Aerodrome security<br>99010224 - Passengers/ Person Unsupervised on Apron<br>5070200 – Sabotage<br>5070100 - Unlawful entry<br>5079800 - Other Aerodrome Security Event  |  |  | SEC       |
| AN4-2.2   | 2.2. Degradation or total loss of services or functions   | 050000 - Aerodrome and Air Traffic Management/Communication, Navigation and Surveillance serviceability related event   |  |  | ATM       |
| AN4-2.2.1 | (1) Loss or failure of communication with aircraft, vehicle, air traffic services unit or apron management service unit.  | 4050200 - Air Traffic Management failure of communications  |  |  | ATM       |
| AN4-2.2.2 | (2) Significant failure, malfunction or defect of aerodrome equipment or system which has or could have endangered the aircraft or its occupants.                 | 4050000 - Aerodrome and Air Traffic Management/Communication, Navigation and Surveillance serviceability related event  | Note: There is no overall event type for “aerodrome equipment” |  | ADRM      |
| AN4-2.2.3 | (3) Significant deficiencies in aerodrome lighting, marking or signs.   | Select the appropriate event type from the list below   |  |  | ADRM      |

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|           |  | 5020400 - Aerodrome markings related event<br>5020100 - Aerodrome lighting systems related event<br>5020300 - Aerodrome signs related event   |  |  |                                      |
| AN4-2.3   | 2.3. Ground handling specific occurrences  |   |  |  | RAMP                                 |
| AN4-2.3.1 | (1) Incorrect handling or loading of passengers, baggage, mail or cargo, likely to have a significant effect on aircraft mass and/or balance (including significant errors in loadsheet calculations).   | Select the appropriate event type from the list below<br><br>99010302 - Passenger Boarding<br>5050300 - Baggage Handling and Loading<br>5060000 - Cargo Handling and Loading<br>99010222 - Dangerous Goods Handling and Loading<br>99010526 - Load Sheet Incorrectly Completed  |  |  | RAMP                                 |
| AN4-2.3.2 | (2) Boarding equipment removed leading to endangerment of aircraft occupants.  | 99010304 - Steps and Airbridges   |  |  | RAMP                                 |
| AN4-2.3.3 | (3) Incorrect stowage or securing of baggage, mail or cargo likely in any way to endanger the aircraft, its equipment or occupants or to impede emergency evacuation.  | Select the appropriate event type from the list below<br><br>99010274 - Baggage Unsecure with Shift<br>99010275 - Baggage Unsecure without Shift<br>99010265 - Baggage Exceeds Compartment Storage Limitations<br>1255902 - Cargo Unsecure with Shift<br>99010284 - Cargo Unsecure without Shift<br>99010277 - Cargo Exceeds Storage Compartment Limitations<br>9010286 - Dangerous Goods Exceeds Storage Compartment Limitations<br>99010297 - Dangerous Goods Unsecure with Shift<br>99010298 - Dangerous Goods Unsecure without Shift<br><br>2030100 - Blocked cabin exit<br>99010334 - Object Fallen from Overhead Bins<br>2030900 - Passenger carry-on baggage related event |  |  | RAMP, CABIN depending on event types |
| AN4-2.3.4 | (4) Transport, attempted transport or handling of dangerous goods which resulted or could have resulted in the safety of the operation being endangered or led to an unsafe condition (for example: dangerous goods incident or accident as defined in the ICAO Technical Instructions). | 99010222 - Dangerous Goods Handling and Loading   |  |  | RAMP                                 |
| AN4-2.3.5 | (5) Non-compliance on baggage or passenger reconciliation.   | Select the appropriate event type from the list below<br><br>99010272 - Baggage Reconciliation<br>99010303 - Passenger Reconciliation   |  |  | RAMP                                 |

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| AN4-2.3.6  | (6) Non-compliance with required aircraft ground handling and servicing procedures, especially in de-icing, refuelling or loading procedures, including incorrect positioning or removal of equipment. | Select the appropriate event type from the list below<br><br>99010245 - De-icing Procedures Not Followed<br>99010254 - Refuelling Procedures Not Followed<br>99010259 - Marshalling Procedures Not Followed<br>99010260 - Pushback Procedures Not Followed<br>99010262 - Parking Procedures Not Followed<br>99010304 - Steps and Airbridges |  |  | RAMP, ADRM depending on event types   |
| AN4-2.3.7  | (7) Significant spillage during fuelling operations.   | 99010248 - Fuel Spill During Fuelling   |  |  | ADRM, RAMP                            |
| AN4-2.3.8  | (8) Loading of incorrect fuel quantities likely to have a significant effect on aircraft endurance, performance, balance or structural strength.   | 99010252 - Incorrect Fuel Quantity Loaded   |  |  | RAMP                                  |
| AN4-2.3.9  | (9) Loading of contaminated or incorrect type of fuel or other essential fluids (including oxygen, nitrogen, oil and potable water).   | Select the appropriate event type from the list below<br><br>99010247 - Contaminated Fuel Loaded<br>99010253 - Incorrect Fuel Type Loaded<br>99010300 - Aircraft Water Supply Spillages   |  |  | ADRM                                  |
| AN4-2.3.10 | (10) Failure, malfunction or defect of ground equipment used for ground handling, resulting into damage or potential damage to the aircraft (for example: tow bar or GPU (Ground Power Unit)).         | Select the appropriate event type from the list below<br><br>99011926 - Catering Equipment Failure<br>99011927 - Ground Power Unit Failure<br>99011928 - Loading Equipment Failure<br>99011930 - Towing Equipment Failure   |  |  | ADRM                                  |
| AN4-2.3.11 | (11) Missing, incorrect or inadequate de-icing/anti-icing treatment.   | Select the appropriate event type from the list below<br><br>5050200 - De-icing<br>99010242 - De-icing Fluid Spill<br>99010243 - De-icing Incomplete<br>99010244 - De-icing Not Carried Out<br>99010245 - De-icing Procedures Not Followed<br>99010246 - Wrong De-icing Agent Used  |  |  | ADRM                                  |
| AN4-2.3.12 | (12) Damage to aircraft by ground handling equipment or vehicles including previously unreported damage.   | 2060800 - Damage caused by object<br>5030704 - A standing or parked aircraft was struck/damaged by a vehicle/equipment  |  |  | ADRM                                  |
| AN4-2.3.13 | (13) Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.  | Select the applicable event type from the list below<br><br>99010159 - Personnel Events   |  |  | Various, depending on the event types |

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|           |   | It is essential to also provide the impact that the human performance related event had on the operations. This should be captured using an applicable event type and be recorded after the human performance event in the event sequence.  |  |  |   |
| AN5       | ANNEX V - OCCURRENCES RELATED TO AIRCRAFT OTHER THAN COMPLEX MOTOR-POWERED AIRCRAFT, INCLUDING SAILPLANES AND LIGHTER-THAN-AIR VEHICLES |   |  |  |   |
| AN5-1     | 1. AIRCRAFT OTHER THAN COMPLEX MOTOR-POWERED AIRCRAFT EXCLUDING SAILPLANES AND LIGHTER-THAN-AIR VEHICLES                                |   |  |  |   |
| AN5-1.1   | 1.1. Air operations   |   |  |  |   |
| AN5-1.1.1 | (1) Unintentional loss of control.  | 2080000 - Upset or Deviation from intended flight path/attitude by an aircraft  |  |  | LOC-I, LOC-G  |
| AN5-1.1.2 | (2) Landing outside of intended landing area.   | 2010700 - Landing beside the intended landing surface<br><br>2170200 - Wrong Runway - Landing   |  |  | USOS, NAV   |
| AN5-1.1.3 | (3) Inability or failure to achieve required aircraft performance expected in normal conditions during take-off, climb or landing.      | (ATA Code:0101) An event in which the aircraft fails to achieve its published performance.  |  |  | SCF-NP, SCF-PP depending on events                          |
| AN5-1.1.4 | (4) Runway incursion  | Select any of the following events as applicable:<br><br>2200103 - Runway incursion by a person<br>2200102 - Runway incursion by a vehicle/equipment<br>2200101 - Runway incursion by an aircraft<br>2200203 - Taxiway incursion by a person<br>2200202 - Taxiway incursion by a vehicle/equipment<br>2200201 - Taxiway incursion by an aircraft<br><br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641<br>Provide background incursion data:<br>Geometry of the encounter,<br>Entities involved in a runway incursion<br>Evasive or corrective action<br>The estimated horizontal distance between aircraft and/or vehicle<br>Movement profile<br>The severity classification for runway incursions (incidents) |  |  | RI, OTHR, ADRM (e.g. if vehicle control issues are present) |

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| AN5-1.1.5 | (5) Runway excursion.   | Select any of the following events as applicable:<br><br>2070200 - Taxiway excursion<br>2070100 - Runway excursion to the side<br>2070400 - The aircraft ran off the end of the runway<br>Provide information on aerodrome, runway, taxiway as applicable as well as location on aerodrome information – attribute 641 |  |  | RE, OTHR                                |
| AN5-1.1.6 | (6) Any flight which has been performed with an aircraft which 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.  | 7050600 - Aircraft not airworthy<br>99010375 - Pre-Flight Briefing and Flight Preparation  |  |  | OTHR                                    |
| AN5-1.1.7 | (7) Unintended flight into IMC (Instrument Meteorological Conditions) conditions of aircraft not IFR (Instrument flight rules) certified, or a pilot not qualified for IFR, which has or could have endangered the aircraft, its occupants or any other person. | Select the appropriate event type from the list below<br><br>99010315 - Flight Into IMC Conditions – Unintended<br>2220500 - Unintended aircraft encounter with instrument meteorological conditions<br>99010546 – Qualifications<br>7030200 - Crew/staff not licensed for activity                                    |  |  | UIMC                                    |
| AN5-1.1.8 | (8) Unintentional release of cargo.   | Select<br><br>99010613 - Unintended Action<br>In conjunction with<br><br>99012037 - External Load - Release  |  |  | EXTL, SCF-NP                            |
| AN5-1.2   | 1.2. Technical occurrences  |  |  |  |   |
| AN5-1.2.1 | (1) Abnormal severe vibration (for example: aileron or elevator ‘flutter’, or of propeller).  | Select the appropriate event type from the list below<br><br>99011562 - Propeller Excessive Imbalance<br>1990202 - Vibration/ Buffet<br>99011192 - 4920 APU Core Engine – Vibration<br>1720100 - Turbine engine generally (ATA Code:7201)<br>1850110 - Reciprocating engine - vibration                                | Note: No event for turbine engine – vibration. |  | SCF-NP, SCF-PP depending on event types |
| AN5-1.2.2 | (2) Any flight control not functioning correctly or disconnected.   | Select the appropriate event type from the list below<br><br>1270000 - Aircraft flight control related event (ATA Code:2700)<br>1670000 - Rotorcraft flight control systems related event (ATA Code:6700)  |  |  | SCF-NP                                  |
| AN5-1.2.3 | (3) A failure or substantial deterioration of the aircraft structure.   | Select the appropriate event type from the list below  |  |  | SCF-NP                                  |



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|           |   | 1530000 - Aircraft's fuselage structure related event (ATA Code:5300)<br>1550000 - Aircraft empennage structure related event (ATA Code:5500)<br>1570000 - Aircraft wing structure related event (ATA Code:5700)   |  |  |        |
| AN5-1.2.4 | (4) A loss of any part of the aircraft structure or installation in flight. | Select any of the following events as applicable<br><br>2160202 - An identified component falling off the aircraft<br>2160201 - A panel falling off the aircraft<br>2160203 - Unidentified component falling off the aircraft<br>9010230 - Damage to aircraft caused by the aircraft itself<br>99011185 - 4910 APU Cowling Separation<br>99011212 - 4980 APU Exhaust System Separation<br>99011239 - Crew Door Separation<br>1520102 - Passenger Door Separation<br>99011250 - Emergency Exit Separation<br>99011268 - 5242 Electrical Compartment Door Separation<br>99011273 - 5243 Hydraulic Compartment Door Separation<br>99011278 - 5244 Accessory Compartment Door Separation<br>99011283 - 5245 Air Conditioning Compartment Door Separation<br>99011288 - 5246 Fluid Service Door Separation<br>99011263 - 5241 Galley Door Separation<br>99011293 - 5247 APU Door Separation<br>99011298 - 5248 Tail Cone Door Separation<br>99011318 - Main Landing Gear Door Separation<br>99011323 - Nose Landing Gear Door Separation<br>99011329 - Rotorcraft Tail Boom Separation<br>99011362 - Plate/ Skin/ Panel Separation<br>99011389 - Nose Cone Separation<br>99011397 - Radome Separation<br>99011396 - Tail Cone Separation<br>99011411 - 5414 Nacelle Plate/ Skin Separation<br>99011418 - 5416 Nacelle Fairing Separation<br>99011425 - 5512 Horizontal Stabiliser Plates/ Skin Separation<br>99011435 - 5522 Elevator Plates/ Skin Separation<br>99011439 - 5523 Elevator Tab Separation<br>99011446 - 5532 Vertical Stabiliser Plates/ Skin Separation<br>99011456 - 5542 Rudder Plates/ Skin Separation<br>99011477 - 5561 Stabiliser Fairing Separation<br>1560101 - Flight Compartment Window Separation<br>99011486 - Canopy Separation<br>99011496 - Passenger Compartment Window Separation<br>99011541 - 5753 Trailing Edge Flap Separation |  |  | SCF-NP |

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|           |   | <p>99011545 - 5754 Leading Edge Device Separation<br/> 99011513 - Wing Fairing Separation<br/> 99011525 - Wing Plates/ Skins Separation<br/> 99011550 - 5761 Aileron Separation<br/> 99011554 - 5762 Aileron Tab Separation<br/> 99011652 - Engine Cowling Separation 99011652 - Engine Cowling Separation</p>   |                                     |  |  |
| AN5-1.2.5 | (5) A failure of an engine, rotor, propeller, fuel system or other essential system.  | <p>Select the detailed event from the lists found under</p> <p>1720100 - Turbine engine generally (ATA Code:7201)<br/> 1850100 - Reciprocating engine in general (ATA Code:8501)<br/> 1610000 - Propellers related event (ATA Code:6100)<br/> 1280000 - Fuel system related event (ATA Code:2800)</p> <p>In respect to "o other essential system" select the event type related to the system from the details found under "equipment"</p> |                                     |  | SWCF-PP, SCF-NP depending on event types                         |
| AN5-1.2.6 | (6) Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or risk to occupants.   | <p>1280100 - Fuel leak (ATA Code:2801)<br/> 99011737 - Engine Fuel Leak<br/> 99011827 - Engine Oil Storage Leak<br/> 1255901 - Cargo leak<br/> 99010290 - Dangerous Goods Leaking<br/> 2030900 - Passenger carry-on baggage related event</p>  |                                     |  | SCF-NP, CABIN if passenger baggage involved)                     |
| AN5-1.3   | 1.3. Interaction with air navigation services and air traffic management  | 4000000 - Air Navigation Services related event  |                                     |  |  |
| AN5-1.3.1 | (1) Interaction with air navigation services (for example: incorrect services provided, conflicting communications or deviation from clearance) which has or could have endangered the aircraft, its occupants or any other person. | <p>Select the applicable detailed event from the lists provided and considering whether the event is related to the action/inaction of the Air Navigation n Services provider or the flight crew</p> <p>4020000 - Aeronautical Information Service related event<br/> 2020500 - Deviation from an air traffic control clearance<br/> 2020800 - Flight crew deviation from applicable ATM procedures</p>                                    |                                     |  | ATM, NAV   |
| AN5-1.3.2 | (2) Airspace infringement.  | 2020400 - Controlled/restricted airspace infringement  |                                     |  | NAV, MAC, OTHR depending on the consequences of the infringement |
| AN5-1.4   | 1.4. Emergencies and other critical situations  |  | Too general - No event type at hand |  |  |

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| AN5-1-4.1 | (1) Any occurrence leading to an emergency call.   | Select any of the following events as applicable<br><br>3020200 - Declared emergency - Urgency (PAN call)<br>3020100 - Declared emergency - Distress (Mayday)<br><br>Note: These event types describe the "outcome". Also enter the events that preceded the declaration of the emergency.   |  |  | Occurrence category depending on events leading to the emergency call |
| AN5-1-4.2 | (2) Fire, explosion, smoke, toxic gases or toxic fumes in the aircraft.  | Select the appropriate event from the list under<br><br>990100 - Aircraft General Explosions / Fire/ Fumes / Smoke Outcome Events<br><br>Note: These event describe the "outcome". Also enter the events that preceded the fire/smoke etc.   |  |  | F-NI  |
| AN5-1-4.3 | (3) Incapacitation of the pilot leading to inability to perform any duty.  | 2040100 - Flight crew incapacitation/illness/medical issue   |  |  | MED   |
| AN5-1.5   | 1.5. External environment and meteorology  |  | Too general, no event type applicable. |  |   |
| AN5-1.5.1 | (1) A collision on the ground or in the air, with another aircraft, terrain or obstacle.                             | Select the appropriate event type from the list:<br><br>2050100 - Airborne Collision with Aircraft<br>2050404 - Aircraft collision with building<br>2050403 - Aircraft collision with approach/runway/taxiway lights<br>2050103 - Collision between two aircraft both moving on the ground<br>2050407 - Aircraft collision with other object on ground<br>2050408 - Aircraft collision with parked aircraft<br>2050410 - Aircraft collision with a person<br>2050415 - Aircraft collision with a vehicle<br>2050411 - Aircraft collision with power line conductor, cable or wire<br>2050202 - Aircraft collision with high terrain, a hill or a mountain<br>2050201 - Aircraft collision with level terrain/water<br>2050413 - Aircraft collision with tall structure, e.g. chimney, mast, post or pole<br>2050414 - Aircraft collision with tree/tall vegetation<br>99010387 - Collision with Other Object |  |  | MAC, CFIT, CTOL, RI, GCOL depending on event type                     |
| AN5-1.5.2 | (2) A near collision, on the ground or in the air, with another aircraft, terrain or obstacle requiring an emergency | <b>Select the applicable event type from the list below:</b><br><br>2180300 - Near Airborne Collision with Aircraft<br>99010380 - Near Ground Collision with Moving Aircraft   |  |  | MAC, CFIT, CTOL, RI, GCOL depending on event type                     |

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|           | avoidance manoeuvre to avoid a collision.   | 2180406 - Near collision with object on the ground<br>2180401 - Near collision with a parked aircraft<br>2180403 - Near collision with person<br>2180405 - Near Ground Collision with Vehicle/ Equipment<br>99010389 - Near Collision with Cable/ Wire<br>2180202 - Near collision with high terrain/hill/mountain<br>2180201 - Near collision with level terrain<br>2180402 - Near collision with tall structure/object<br>99010388 - Collision with Tree/ Tall Vegetation<br>99010390 - Near Collision with Other Object<br><b>Followed by the applicable outcome event:</b><br>99010034 - Abrupt stop<br>99010071 - Evasive Manoeuvre to Avoid Airborne Collision<br>99010145 - Evasive Manoeuvre to Avoid Ground Collision<br>99010033 - Rotation – delayed<br>99010033 - Rotation - delayed |  |  |                                    |
| AN5-1.5.3 | (3) Wildlife strike including bird strike which resulted in damage to the aircraft or loss or malfunction of any essential service.   | Select the appropriate event type from the list below<br><br>99010152 - Birdstrike or Wildlife Strike Damage<br>2050301 - Aircraft collision with bird/bird strike<br>2140100 - Turbine engine ingestion – bird<br>2180301 - Near collision with a bird<br>99010122 - Near collision with an animal<br>2050402 - Aircraft collision with an animal   |  |  | WILD;bird                          |
| AN5-1.5.4 | (4) Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means. | Select the applicable detail event from the list under<br><br>2270000 - Interference with aircraft   |  |  | SEC                                |
| AN5-1.5.5 | (5) A lightning strike resulting in damage to or loss of functions of the aircraft.   | 99010229 - Aircraft damage caused by lightning strike  |  |  | WSTRW                              |
| AN5-1.5.6 | (6) Severe turbulence encounter which resulted in injury to aircraft occupants or in the need for a post-flight turbulence damage check of the aircraft.  | 99010233 - Turbulence Damage<br>2150100 - Injuries from turbulence   | Note: The “ need for a post-flight turbulence damage check of the aircraft” Cannot be captured |  | TURB                               |
| AN5-1.5.7 | (7) Icing including carburettor icing which has or could have endangered the aircraft, its occupants or any other person.   | 2220100 - Aircraft encountered icing conditions<br>1850107 - Reciprocating engine - carburettor icing  | Note: Two different occurrence cats depending on event type.                                   |  | ICE, FUEL depending on event types |
| AN5-2     | 2. SAILPLANES (GLIDERS)   |  |  |  |                                    |
| AN5-2.1   | 2.1. Air operations   |  |  |  |                                    |
| AN5-2.1.1 | (1) Unintentional loss of control.  | 2080000 - Upset or Deviation from intended flight path/attitude by an aircraft   |  |  | LOC-I, LOC-G                       |

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| AN5-2.1.2 | (2) An occurrence where the sailplane pilot was unable to release either the winch cable or the aero tow rope and had to do so using emergency procedures.   | 2240198 - Other failure during winch launch  |   |  | GTOW                                    |
| AN5-2.1.3 | (3) Any release of the winch cable or the aero tow rope if the release has or could have endangered the sailplane, its occupants or any other person.  | Select the appropriate event type from the list below<br>2240203 - Glider Tow Rope Failure<br>5020702 - Winch Launch Cable Failure<br>5020798 - Other winch-launch equipment related event<br>2240104 - The rope disconnected from the aircraft during the winch launch<br>99012020 - Air Tow Cable Break<br>2240204 - The tow rope used in an aerial tow disconnected |   |  | GTOW, SCF-NP                            |
| AN5-2.1.4 | (4) In the case of a powered sailplane, an engine failure during take-off.   | 1720100 - Turbine engine generally (ATA Code:7201)<br><br>1850100 - Reciprocating engine in general (ATA Code:8501)  | Note: need to cover for electrical engines... |  | SCF-PP                                  |
| AN5-2.1.5 | (5) Any flight which has been performed with a sailplane which was not airworthy, or for which an incomplete flight preparation has or could have endangered the sailplane, its occupants or any other person. | 7050600 - Aircraft not airworthy<br><br>99010375 - Pre-Flight Briefing and Flight Preparation  |   |  | OTHR                                    |
| AN5-2.2   | 2.2. Technical occurrences   |  |   |  |   |
| AN5-2.2.1 | (1) Abnormal severe vibration (for example: aileron or elevator 'flutter', or of propeller).   | Select the appropriate event type from the list below<br>99011562 - Propeller Excessive Imbalance<br>1990202 - Vibration/ Buffet<br>1720100 - Turbine engine generally (ATA Code:7201)<br>1850110 - Reciprocating engine - vibration   |   |  | SCF-NP, SCF-PP depending on event types |
| AN2-2.2.2 | (2) Any flight control not functioning correctly or disconnected.  | 1270000 - Aircraft flight control related event (ATA Code:2700)  |   |  | SCF-NP                                  |
| AN5-2.2.3 | (3) A failure or substantial deterioration of the sailplane structure.   | 1530000 - Aircraft's fuselage structure related event (ATA Code:5300)<br>1550000 - Aircraft empennage structure related event (ATA Code:5500)<br>1570000 - Aircraft wing structure related event (ATA Code:5700)   |   |  | SCF-NP                                  |
| AN5-2.2.4 | (4) A loss of any part of the sailplane structure or installation in flight.   | Select any of the following events as applicable<br><br>2160202 - An identified component falling off the aircraft<br>2160201 - A panel falling off the aircraft<br>2160203 - Unidentified component falling off the aircraft<br>9010230 - Damage to aircraft caused by the aircraft itself<br>99011362 - Plate/ Skin/ Panel Separation                                |   |  | SCF-NP                                  |

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|           |  | <p>99011389 - Nose Cone Separation<br/> 99011396 - Tail Cone Separation<br/> 99011425 - 5512 Horizontal Stabiliser Plates/ Skin Separation<br/> 99011435 - 5522 Elevator Plates/ Skin Separation<br/> 99011439 - 5523 Elevator Tab Separation<br/> 99011446 - 5532 Vertical Stabiliser Plates/ Skin Separation<br/> 99011456 - 5542 Rudder Plates/ Skin Separation<br/> 99011477 - 5561 Stabilliser Fairing Separation<br/> 99011486 - Canopy Separation<br/> 99011541 - 5753 Trailing Edge Flap Separation<br/> 99011545 - 5754 Leading Edge Device Separation<br/> 99011513 - Wing Fairing Separation<br/> 99011525 - Wing Plates/ Skins Separation<br/> 99011550 - 5761 Aileron Separation<br/> 99011554 - 5762 Aileron Tab Separation<br/> 99011652 - Engine Cowling Separation</p> |  |  |   |
| AN5-2.3   | 2.3. Interaction with air navigation services and air traffic management   | 4000000 - Air Navigation Services related event   |  |  |   |
| AN5-2.3.1 | (1) Interaction with air navigation services (for example: incorrect services provided, conflicting communications or deviation from clearance) which has or could have endangered the sailplane, its occupants or any other person. | <p>Select the applicable detailed event from the lists provided and considering whether the event is related to the action/inaction of the Air Navigation n Services provider or the flight crew</p> <p>4020000 - Aeronautical Information Service related event<br/> 2020500 - Deviation from an air traffic control clearance<br/> 2020800 - Flight crew deviation from applicable ATM procedures</p>   |  |  | ATM, NAV  |
| AN5-2.3.2 | (2) Airspace infringements.  | 2020400 - Controlled/restricted airspace infringement   |  |  | NAV, MAC, OTHR depending on the consequences of the infringement      |
| AN5-2.4   | 2.4. Emergencies and other critical situations   |   | Too general, no event type applicable. |  |   |
| AN5-2.4.1 | (1) Any occurrence leading to an emergency call.   | <p>Select any of the following events as applicable</p> <p>3020200 - Declared emergency - Urgency (PAN call)<br/> 3020100 - Declared emergency - Distress (Mayday)</p> <p>Note: These event describe the "outcome". Also enter the events that preceded the declaration of the emergency.</p>   |  |  | Occurrence category depending on events leading to the emergency call |
| AN5-2.4.2 | (2) Any situation where no safe landing area remains available.  |   |  |  | OTHR  |

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| AN5-2.4.3   | (3) Fire, explosion, smoke, or toxic gases or fumes in the sailplane.   | Select the appropriate event from the list under<br><br>990100 - Aircraft General Explosions / Fire/ Fumes / Smoke Outcome Events<br><br>Note: These event describe the "outcome". Also enter the events that preceded the fire/smoke etc.   |  |  | F-NI                            |
| AN5-2.4.1-4 | (4) Incapacitation of the pilot leading to inability to perform any duty.   |  |  |  | MED                             |
| AN5-2.5     | 2.5. External environment and meteorology   |  |  |  |                                 |
| AN5-2.5.1   | (1) A collision on the ground or in the air, with an aircraft, terrain or obstacle.   | Select the appropriate event type from the list:<br><br>2050100 - Airborne Collision with Aircraft<br>2050404 - Aircraft collision with building<br>2050403 - Aircraft collision with approach/runway/taxiway lights<br>2050103 - Collision between two aircraft both moving on the ground<br>2050407 - Aircraft collision with other object on ground<br>2050408 - Aircraft collision with parked aircraft<br>2050410 - Aircraft collision with a person<br>2050415 - Aircraft collision with a vehicle<br>2050411 - Aircraft collision with power line conductor, cable or wire<br>2050202 - Aircraft collision with high terrain, a hill or a mountain<br>2050201 - Aircraft collision with level terrain/water<br>2050413 - Aircraft collision with tall structure, e.g. chimney, mast, post or pole<br>2050414 - Aircraft collision with tree/tall vegetation<br><br>99010387 - Collision with Other Object |  |  | CFIT, CTOL, MAC, RI, GCOL       |
| AN5-2.5.2   | (2) A near collision, on the ground or in the air, with an aircraft, terrain or obstacle requiring an emergency avoidance manoeuvre to avoid a collision. | <b>Select the applicable event type from the list below:</b><br><br>2180300 - Near Airborne Collision with Aircraft<br>99010380 - Near Ground Collision with Moving Aircraft<br>2180406 - Near collision with object on the ground<br>2180401 - Near collision with a parked aircraft<br>2180403 - Near collision with person<br>2180405 - Near Ground Collision with Vehicle/ Equipment<br>99010389 - Near Collision with Cable/ Wire<br>2180202 - Near collision with high terrain/hill/mountain   |  |  | AMAN, MAC, CTOL, GCOL, RI, CFIT |

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|           |   | <p>2180201 - Near collision with level terrain<br/> 2180402 - Near collision with tall structure/object<br/> 99010388 - Collision with Tree/ Tall Vegetation<br/> 99010390 - Near Collision with Other Object<br/> <b>Followed by the applicable outcome event:</b><br/> 99010034 - Abrupt stop<br/> 99010071 - Evasive Manoeuvre to Avoid Airborne Collision<br/> 99010145 - Evasive Manoeuvre to Avoid Ground Collision<br/> 99010033 - Rotation – delayed<br/> 99010033 - Rotation - delayed</p> |                       |  |        |
| AN5-2.5.3 | (3) Interference with the sailplane by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.  | <p>Select the applicable detail event from the list under</p> <p>2270000 - Interference with aircraft</p>   |                       |  | SEC    |
| AN5-2.5.4 | (4) A lightning strike resulting in damage to the sailplane.  | 99010229 - Aircraft damage caused by lightning strike   |                       |  | WSTRW  |
| AN5-3     | 3. LIGHTER-THAN-AIR VEHICLES (BALLOONS AND AIRSHIPS)  |   |                       |  |        |
| AN5-3.1   | 3.1. Air operations   |   |                       |  |        |
| AN5-3.1.1 | (1) Any flight which has been performed with a lighter-than-air vehicle which was not airworthy, or for which an incomplete flight preparation has or could have endangered the lighter-than-air vehicle, its occupants or any other person.  | <p>7050600 - Aircraft not airworthy</p> <p>99010375 - Pre-Flight Briefing and Flight Preparation</p> <p>7050600 - Aircraft not airworthy</p>  |                       |  | OTHR   |
| AN5-3.1.2 | (2) Unintended permanent extinction of the pilot light.   |   | No event type at hand |  | SCF-NP |
| AN5-3.2   | 3.2. Technical occurrences  |   |                       |  |        |
| AN5-3.2.1 | (1) Failure of any of the following parts or controls: dip tube on fuel cylinder, envelope pulley, control line, tether rope, valve seal leak on burner, valve seal leak on fuel cylinder, carabiner, damage to fuel line, lifting gas valve, envelope or ballonet, blower, pressure relief valve (gas balloon), winch (tethered gas balloons). |   | No event type at hand |  | SCF-NP |
| AN5-3.2.2 | (2) Significant leakage or loss of lifting gas (for example: porosity, unseated lifting gas valves).  |   | No event type at hand |  | SCF-NP |



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| AN5-3.3   | 3.3. Interaction with air navigation services and air traffic management  | 4000000 - Air Navigation Services related event  |             |  |   |
| AN5-3.3.1 | (1) Interaction with air navigation services (for example: incorrect services provided, conflicting communications or deviation from clearance) which has or could have endangered the lighter-than-air vehicle, its occupants or any other person. | Select the applicable detailed event from the lists provided and considering whether the event is related to the action/inaction of the Air Navigation Services provider or the flight crew<br><br>4020000 - Aeronautical Information Service related event<br><br>2020500 - Deviation from an air traffic control clearance<br><br>2020800 - Flight crew deviation from applicable ATM procedures |             |  | ATM, NAV  |
| AN5-3.3.2 | (2) Airspace infringement.  | 2020400 - Controlled/restricted airspace infringement  |             |  | NAV, MAC, OTHR depending on the consequences of the infringement      |
| AN5-3.4   | 3.4. Emergencies and other critical situations  |  | Too general |  |   |
| AN5-3.4.1 | (1) Any occurrence leading to an emergency call.  | Select any of the following events as applicable<br><br>3020200 - Declared emergency - Urgency (PAN call)<br><br>3020100 - Declared emergency - Distress (Mayday)<br><br>Note: These event describe the "outcome". Also enter the events that preceded the declaration of the emergency.   |             |  | Occurrence category depending on events leading to the emergency call |
| AN5-3.4.2 | (2) Fire, explosion, smoke or toxic fumes in the lighter-than-air vehicle (beyond the normal operation of the burner).  | Select the appropriate event from the list under<br><br>990100 - Aircraft General Explosions / Fire/ Fumes / Smoke Outcome Events<br><br>Note: These event describe the "outcome". Also enter the events that preceded the fire/smoke etc.   |             |  | F-NI  |
| AN5-3.4.3 | (3) Lighter-than-air vehicle's occupants ejected from basket or gondola.  | 99010094 - Person fell/ejected from basket   |             |  | OTHR  |
| AN5-3.4.4 | (4) Incapacitation of the pilot leading to inability to perform any duty.   | 2040100 - Flight crew incapacitation/illness/medical issue   |             |  | MED   |
| AN5-3.4.5 | (5) Unintended lift or drag of ground crew, leading to fatality or injury of a person.  | 99012048 - Lift/ Drag of Ground Personnel  |             |  | OTHR  |
| AN5-3.5   | 3.5. External environment and meteorology   |  | Too general |  |   |

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| AN5-3.5.1 | (1) A collision or near collision on the ground or in the air, with an aircraft, terrain or obstacle, which has or could have endangered the lighter-than-air vehicle, its occupants or any other person.       | <p>Select the appropriate event type from the lists under</p> <p>2180000 - Airborne collisions and near collisions in the air<br/> 2050400 - Aircraft collisions and near collisions with object/obstacle on ground<br/> 2050200 - An aircraft collision with the terrain or obstacles whilst in the air</p> |  |  | CTOL, CFIT, MAC depending on the event types describing the collision/ near collision                      |
| AN5-3.5.2 | (2) Interference with the lighter-than-air vehicle by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means. | <p>Select the applicable detail event from the list under</p> <p>2270000 - Interference with aircraft</p>  |  |  | SEC  |
| AN5-3.5.3 | (3) Unexpected encounter of adverse weather conditions which has or could have endangered the lighter-than-air vehicle, its occupants or any other person.  | <p>Select the appropriate event type from the list under</p> <p>2220000 - Weather encounters related event</p> <p>In particular:</p> <p>2220700 - Aircraft encountered other unexpected weather conditions</p>   |  |  | <i>WSTRW, TURB, UIMC depending on the event types describing the specifics of the "unexpected" weather</i> |