ECCAIRS Aviation

1.3.0.12

Data Definition Standard

English

Attribute Values

Occurrences involving aerodrome design, service, or functionality issues. (ADRM: Aerodrome)   24

Usage Notes:
• Includes deficiencies/issues associated with State-approved Aerodrome runways, taxiways, ramp area, parking area, buildings and structures, Crash/Fire/Rescue (CFR) services, obstacles on the Aerodrome property, lighting, markings, signage, procedures, policies, and standards.
• Examples include closed runways, improperly marked runways, construction interference, lighting failures, signage limitations, etc.
• Occurrences do not necessarily involve an aircraft.
• Effects of Aerodrome design are also included here. For example, building layout and architecture, which leads to surface wind disruptions would be coded as both ADRM and Wind shear or Thunderstorm (WSTRW) or Turbulence Encounter (TURB) as appropriate.
• Includes heliports (excludes unprepared or natural landing sites).
• Includes loose foreign objects on aerodromes and on heliports (excludes unprepared or natural landing sites).

Includes failure of winch launch equipment for gliders.

The intentional abrupt maneuvering of the aircraft by the flight crew. (AMAN: Abrupt maneuvre)   1

Usage Notes:
• This category includes the intentional maneuvering of the aircraft to avoid a collision with terrain, objects/obstacles, weather or other aircraft (Note: The effect of intentional maneuvering is the key consideration).
• Abrupt maneuvering may also result in a loss of control or system/component failure or malfunction. In this case, the event is coded under both categories (e.g., AMAN and Loss of Control–Inflight (LOC–I), AMAN and System/Component Failure or Malfunction (Non-Powerplant) (SCF–NP), or AMAN and System/Component Failure or Malfunction (Powerplant) (SCF–PP)).
• Abrupt maneuvering may also occur on ground; examples include hard braking maneuver, rapid change of direction to avoid collisions, etc.

Any landing or takeoff involving abnormal runway or landing surface contact. (ARC: Abnormal runway contact)   2

ABNORMAL RUNWAY CONTACT (ARC)
Any landing or takeoff involving abnormal runway or landing surface contact.
Usage Notes:
• Events such as hard/heavy landings, long/fast landings, off center landings, crabbed landings, nose wheel first touchdown, tail strikes, and wingtip/nacelle strikes are included in this category.
• Gear-up landings are also recorded here. However, if a system/component failure or malfunction occurred, which led to the gear up landing, the event is also coded under the appropriate system/component failure or malfunction category.
• Do not use this category for runway contacts after losing control, e.g., runway contact after takeoff.
• Occurrences in which the gear collapses during the takeoff run or the landing roll are not included here except if a condition in the usage notes above has been met.
NOTE: Throughout this document the term runway or landing area is taken in its broadest sense and includes runways, landing strips, waterways, unimproved landing areas, and landing pads (which may include offshore platforms, building roofs, roads, ships, and fields), or other landing areas.
NOTE: Does not include helicopter hard/heavy landings after an off-field emergency autorotation when there was no intention to land before the autorotation was entered.
NOTE: Includes (tail) rotor striking the intended landing surface during takeoff and landing. However, collisions with obstacles during takeoff and landing, such as trees or walls, should be coded under Collision With Obstacle(s) During Takeoff and Landing (CTOL).
NOTE: Does not include off-field landing by gliders.

Occurrences involving Air traffic management (ATM) or communications, navigation, or surveillance (CNS) service issues. (ATM: ATM/CNS)   25

Usage Notes:
• Includes ATC facility/personnel failure/degradation, CNS service failure/degradation, procedures, policies, and standards
• Examples include, NAVAID outage, NAVAID service error, controller error, Supervisor error, ATC computer failure, Radar failure, and navigation satellite failure
• Occurrences do not necessarily involve an aircraft.

NOTE: ATM includes all of the facilities, equipment, personnel, and procedures involved in the provision of state-approved Air Traffic Services.

Occurrences involving collisions / near collisions with birds (BIRD: Birdstrike)   29

A collision / near collision with or ingestion of one or several birds.

Usage Notes:
• May occur in any phase of flight

NOTE: Bird strikes were previously categorized as "other". Users may wish to update their historic data by replacing "other" with "BIRD" where the occurrence involved a bird strike.

Miscellaneous occurrences in the passenger cabin of transport category aircraft (CABIN: Cabin safety events)   26

Usage Notes:
• *Includes significant events related to carry-on baggage, supplemental oxygen, or missing/non-operational cabin emergency equipment.*
• *Includes inadvertent deployment of emergency equipment.*
• *Includes medical emergency for a person other than a flight crewmember or a medical evacuation patient.*
• *Excludes turbulence and other weather-related events, which are covered under TURB, ICE, or WSTRW respectively.*

Inflight collision or near collision with terrain, water, or obstacle without indication of loss of control (CFIT: Controlled flight into or toward terrain)   3

Usage Notes:
• *Use only for occurrences during airborne phases of flight.*
• *Includes collisions with those objects extending above the surface (for example, towers, trees, power lines, cable car support, transport wires, power cables, telephone lines and aerial masts).*
• *Can occur during either Instrument Meteorological Conditions (IMC) or Visual Meteorological Conditions (VMC).*
• *Includes instances when the cockpit crew is affected by visual illusions or degraded visual environment (e.g., black hole approaches and helicopter operations in brownout or whiteout conditions) that result in the aircraft being flown under control into terrain, water, or obstacles.*
• *If control of the aircraft is lost (induced by crew, weather or equipment failure), do not use this category, use Loss of Control–Inflight (LOC–I) instead.*
• *For an occurrence involving intentional low altitude operations (e.g., crop dusting, aerial work operations close to obstacles, and Search and Rescue (SAR) operations close to water or ground surface) use the Low Altitude Operations (LALT) code instead of CFIT.*
• *Do not use this category for occurrences involving intentional flight into/toward terrain in manned aircraft or intentional ground impact of unmanned aircraft. Code all collisions with obstacles during takeoff and landing under Collision With Obstacle(s) During Takeoff and Landing (CTOL). Code all suicides under Security Related (SEC) events. Code system, equipment, or command and control failures involving unmanned aircraft under System/Component Failure or Malfunction (Non-Powerplant) (SCF–NP) or LOC–I as applicable.*
• *Do not use this category for occurrences involving runway undershoot/overshoot, which are classified as Undershoot/Overshoot (USOS).*
• *Includes flying into terrain during transition into forward flight.*
• *For helicopter operations, not to be used for takeoff and landing phases, except when the occurrence involves flying into terrain without indication of loss of control during transition into forward flight.*

Collision with obstacle(s), during take-off or landing whilst airborne. (CTOL: Collision with obstacle(s) during take-off and landing)   102

Usage Notes:
• *For all aircraft (excluding rotorcraft), to be used only in cases where the crew was aware of the true location of the obstacle, but its clearance from the aircraft flightpath was inadequate.*
• *Includes contact with obstacles, such as vegetation, trees and walls, snow drifts, power cables, telegraph wires and antennae, offshore platforms, maritime vessels and structures, land structures and buildings.*
• *Includes collisions during take-off to and landing from the hover.*
• *Includes water obstacles during take-off from water (e.g. waves, dead-heads, ships, swimmers).*
• *Not to be used for occurrences classified under Controlled Flight Into or Toward Terrain (CFIT), Loss of Control–Inflight (LOC–I) or System/Component Failure or Malfunction (Powerplant)(SCF–PP).*

Occurrence where either; (a) person(s) are injured during an evacuation; (b) an unnecessary evacuation was performed; (c) evacuation equipment failed to perform as required; or (d) the evacuation contributed to the severity of the occurrence. (EVAC: Evacuation)   4

Usage Notes:
• *Includes cases where an injury(ies) was(were) sustained during the evacuation through an emergency exit or main cabin door.*
• *Includes cases where the evacuation itself is the accident (in essence, had there not been an evacuation there would not have been an accident).*
• *An unnecessary evacuation is one that was either erroneously commanded by the crew or uncommanded.*
• *Only used for passenger carrying operations involving transport category aircraft.*
• *Includes evacuation following a ditching or survivable crash landing in water provided one of the conditions above are met.*

Occurrences during or as a result of external load or external cargo operations. (EXTL: External load related occurrences)   101

Usage Notes:
• *Includes cases where external load or the load lifting equipment used (e.g. long line, cable) contacts terrain, water surface or objects.*
• *Includes cases where the load or, in the absence of a load, the load lifting equipment strikes or becomes entangled with the main rotor, tail rotor, or the helicopter fuselage.*
• *Includes injuries to ground crew handling external loads as result of contact with/dropping/inadvertent release of external load.*
• *Includes ground injuries to ground crew handling external loads due to the downwash effect or falling branch, trees etc.*
• *Includes external hoist, human external cargo, long lines.*
• *If the preparation of the external load by ground crew played a role, also code under RAMP.*
• *Failures or malfunctions of the onboard external load handling lifting equipment or release systems should be coded under SCF-NP, as these are considered to be aircraft systems.*

Fire or smoke in or on the aircraft, in flight or on the ground, which is not the result of impact. (F-NI: Fire/smoke (non-impact))   5

Usage Notes:
• *Includes fire due to a combustive explosion from an accidental ignition source.*
• *Includes fire and smoke from system/component failures/malfunctions in the cockpit, passenger cabin, or cargo area.*
• *Non-combustive explosions such as tire burst and pressure bulkhead failures are coded under System/Component Failure - Non-Powerplant (SCF-NP).*
• *Fire/Smoke resulting from an accident impact is coded under Fire/Smoke (post-impact) (F-POST).*

Fire/Smoke resulting from impact. (F-POST: Fire/smoke (post-impact))   6

Usage Notes:
• *This category is only used for occurrences where post impact fire was a factor in the outcome.*
• *This category is only used in conjunction with another category. For example: a system/component failure that also results in a post-impact fire will be coded as SCF-PP and F-POST or SCF-NP and F-POST.*

One or more powerplants experienced reduced or no power output due to fuel exhaustion, fuel starvation/mismanagement, fuel contamination/wrong fuel, or carburetor and/or induction icing. (FUEL: Fuel related)   7

Usage Notes:
• *The following fuel related definitions are provided for clarity:*
- *Exhaustion: No usable fuel remains on the aircraft.*
- *Starvation/mismanagement: Usable fuel remains on the aircraft, but it is not available to the engines.*
- *Contamination: Any foreign substance (for example: water, oil, ice, dirt, sand, bugs) in the correct type of fuel for the given powerplant (s).*
- *Wrong fuel: Fuel supplied to the powerplant(s) is incorrect, for example: Jet A into a piston powerplant, 80 octane into a powerplant requiring 100 octane.*

• *Includes cockpit crew or ground crew-induced fuel-related problems that are not the result of mechanical failures. Interruptions of the fuel supply caused by mechanical failures are coded elsewhere as non-powerplant or powerplant system/component failures (SCF-NP or SCF-PP), as appropriate.*

• *Also used when the wrong fuel causes a powerplant failure (e.g., through detonation). In this case it should be coded as FUEL, not as a system/component failure or malfunction- powerplant (SCF-PP).*

• *Includes cases where there was a high risk of fuel exhaustion but there was no actual loss of power.*

Collision while taxiing to or from a runway in use. (GCOL: Ground Collision)   9

Usage Notes:
• *Includes collisions with an aircraft, person, ground vehicle, obstacle, building, structure, etc. while on a surface other than the runway used for landing or intended for takeoff.*
• *Ground collisions resulting from events categorized under Runway Incursion (RI), Wildlife (WILD) or Ground Handling (RAMP) are excluded from this category.*

NOTE: Taxiing includes ground and air taxiing for rotorcraft on designated taxiways.

Premature release, inadvertent release or non-release during towing, entangling with towing, cable, loss of control, or impact into towing aircraft / winch. (GTOW: Glider towing related events)   104

Usage Notes:
• *Applicable both to aircraft under tow by winch or by another aircraft or to aircraft executing towing.*
• *To be used in events only after reaching airborne phase.*
• *Includes loss of control because of entering the towing aircraft's wake turbulence and events where of airspeed is out of limits during tow.*

Accumulation of snow, ice, freezing rain, or frost on aircraft surfaces that adversely affects aircraft control or performance. (ICE: Icing)   10

Usage Notes:
• *Includes accumulations that occur inflight or on the ground (i.e., deicing-related).*
• *Carburetor and induction icing events are coded in the FUEL Related (FUEL) category.*
• *Windscreen icing which restricts visibility is also covered here.*
• *Includes ice accumulation on sensors, antennae, and other external surfaces.*
• *Includes ice accumulation on external surfaces including those directly in front of the engine intakes.*

Collision or near collision with obstacles/objects/terrain while intentionally operating near the surface (excludes takeoff or landing phases). (LALT: Low altitude operations)   11

Usage Notes:
• *'Terrain' includes: water, vegetation, rocks, and other natural elements laying, on or growing out of, the earth.*
• *Includes ostentatious display, manoeuvring at low height, aerobatics, sight seeing, demonstration flights, aerial inspection, avalanche mining, human hoist or human cargo sling, search and rescue operations, aerial application, intentional helicopter operations close to obstacles during aerial work and scud running (ducking under low visibility conditions).*
• *Also includes intentional manoeuvring in close proximity to cliffs, mountains, into box canyons, and similar flights where the aircraft aerodynamic capability is not sufficient to avoid impact.*
• *If there is a loss of control during low altitude operations, both loss of control – inflight (LOC-I) and LALT are coded.*
• *NOTE: excluding rotorcraft air taxi phase of flight.*
• *NOTE: includes maneuvering at low height while searching for an off-aerodrome landing location.*

Do not use LALT in conjunction with CFIT.

Loss of aircraft control while the aircraft is on the ground (LOC-G: Loss of control - ground)   12

Usage Notes:
• *Used only for non-airborne phases of flight, i.e., ground/surface operations.*
• *The loss of control may result from a contaminated runway or taxiway (e.g., rain, snow, ice, slush).*
• *The loss of control during ground operations can occur as the result of other occurrence categories as well. For example, LOC-G may result from a system/component failure or malfunction to the powerplant (SCF-PP) or non-powerplant (SCF-NP), or from evasive action taken during a Runway Incursion (RI-VAP) or Wildlife (WILD) encounter. For these occurrences, the event is coded under both categories (e.g., LOC-G and SCF-PP, LOC-G and SCF-NP, or LOC-G and RI-VAP or LOC-G and WILD).*
• *Do not use when a mechanical failure rendered the aircraft uncontrollable.*
• *Rotorcraft (losses of control) during sloping ground or moving helideck operations, dynamic rollover and ground resonance events are also included here.*

Loss of aircraft control while or deviation from intended flightpath inflight . (LOC-I: Loss of control - inflight)   13

Loss of control inflight is an extreme manifestation of a deviation from intended flightpath. The phrase "loss of control" may cover only some of the cases during which an unintended deviation occurred.

Community comments: It is suggested that the occurrence title is reviewed and changed accordingly. For example: Deviation from Intended Flightpath- DEV.

Usage Notes:
• *Used only for airborne phases of flight in which aircraft control was lost.*
• *Loss of control can occur during either Instrument Meteorological Conditions (IMC) or Visual Meteorological Conditions (VMC).*
• *The loss of control during flight may occur as a result of a deliberate maneuver (e.g., stall/spin practice).*
• *Occurrences involving configuring the aircraft (e.g., flaps, slats, onboard systems, etc.) are included as well as rotorcraft retreating blade stall.*
• *Stalls are considered loss of control and are included here.*
• *Rotorcraft occurrences which involve power settling (vortex ring), or settling with power to ground contact are coded here and as Abnormal Runway Contact (ARC) if during normal landing or takeoff.*
• *Rotorcraft External Load operations involving loss of control related to the external load should be coded as LOC–I as well as External Load Related Occurrences (EXTL).*
• *Includes Rotorcraft "Loss of Tail Rotor Effectiveness."*
• *Includes loss of control during practice or emergency autorotation.*
• *Includes pilot-induced or assisted oscillations.*
• *For unmanned aircraft events, includes hazardous outcomes involving deviation from intended flightpath associated with anticipated or unanticipated loss of datalink. However, if loss of datalink is the direct result of a system/component failure or malfunction, code the occurrence as System/Component Failure or Malfunction (Non-Powerplant) (SCF–NP) only.*
• *For icing-related events, which are also loss of control, code both LOC–I and Icing (ICE)).*
• *If the loss of control is a direct result of a system/component failure or malfunction (SCF), code the occurrence as an System/Component Failure or Malfunction (Non-Powerplant) (SCF–NP), or System/Component Failure or Malfunction (Powerplant) (SCF–PP) only. However, loss of control may follow less severe system/component failures, and in this case, code both categories.*
• *Cockpit crew vision-related events and flight in degraded visual environments (for example, obscuration, black hole approach events, brownouts, or whiteout events), in which the aircraft is flown under control into terrain, water, or obstacles, are coded under Controlled Flight Into or Toward Terrain (CFIT), not LOC–I.*

Landing en-route due to loss of lifting conditions. (LOLI: Loss of lifting conditions en-route)   103

Usage Notes:
• *Applicable only to aircraft that rely on static lift to maintain or increase flight altitude, namely sailplanes, gliders, hang gliders and paragliders, balloons and airships.*
• *All static lift forms to be considered, including atmospheric lift, namely from Orographic, Thermal, Mountain Wave and Convergence Zone, and buoyancy lift namely from lighter than air gas or hot air.*
• *Also include motorglider and paramotor aircraft if operating under static atmospheric lift conditions and the engine could not be started.*
• *If the aircraft was flying intentionally at low height above the terrain, use LALT instead (typical cases occur with gliders in competition flying).*

Airprox, ACAS alerts, loss of separation as well as near collisions or collisions between aircraft in flight. (MAC: Airprox/ ACAS alert/ loss of separation/ (near) midair collisions)   14

Usage Notes:
• *Includes all collisions between aircraft while both aircraft are airborne.*
• *Both air traffic control and cockpit crew separation-related occurrences are included.*
• *To be used for AIRPROX reports*
• *Genuine TCAS alerts are included here.*

Occurrences during (or as a result of) ground handling operations. (RAMP: Ground Handling)   8

Usage Notes:
• *Includes collisions that occur while servicing, boarding, loading, and deplaning the aircraft also during boarding and disembarking while helicopter is hovering.*
• *Includes injuries to people from propeller/main rotor/tail rotor/fan blade strikes.*
• *Includes pushback/powerback/towing events.*
• *Includes Jet Blast and Prop/rotor down wash ground handling occurrences.*
• *Includes aircraft external preflight configuration errors (examples: improper loading and improperly secured doors and latches) that lead to subsequent events.*
• *Includes all parking areas (ramp, gate, tiedowns).*
• *Except for powerback events, which are coded here, if a collision occurs while the aircraft is moving under its own power in the gate, ramp, or tiedown area, code it as a ground collision (GCOL).*
• *Includes operations at aerodromes, heliports, helidecks, and unprepared operating sites.*
• *If external loads involved, also code as External Load Related Occurrences (EXTL).*

A veer off or overrun off the runway surface. (RE: Runway excursion)   15

Usage Notes:
• *Only applicable during either the takeoff or landing phase*
• *The excursion may be intentional or unintentional. For example, the deliberate veer off to avoid a collision, brought about by a Runway Incursion. In this case, code both categories*
• *Use RE in all cases where the aircraft left the runway/helipad/helideck regardless of whether the excursion was the consequence of another event or not.*

Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the   28
protected area of a surface designated for the landing and take-off of aircraft. (RI: Runway incursion - vehicle, aircraft or person)

Note:
• *From Procedures for Air Navigation Services – Air traffic Management (ICAO DOC 4444), first included in April 2004.*
• *Excludes unprepared / natural landing sites.*
• *Excludes occurrences involving animals or birds on the runway which are coded as Wildlife (WILD) or Bird (BIRD).*

Note: was previously described as RI-VAP

Collision with, risk of collision, or evasive action taken by an aircraft to avoid, a person or animal on a runway   16   *
in use. (RI-O: Runway incursion - other)

 Usage Notes:
· *Includes encounters with wildlife (other than birdstrikes which are coded as OTHER) on a runway in use.*
· *Includes instances where evasive action is taken by the cockpit crew that leads to a collision off the runway or to consequences other than a collision (e.g., gear collapsing).*
· *Runway incursions may occur at controlled or uncontrolled airports.*

Note: Changed as result of ICAO ANC decision to RI-A (taking out the person)

Collision with, risk of collision, or evasive action taken by an aircraft to avoid, a vehicle or other aircraft on a   17   *
runway in use. (RI-VA: Rwy incursion-vehicle or a/c)

 Usage Notes:
· *Includes instances where evasive action is taken by the cockpit crew to avoid a collision that leads to a later collision off the runway or, to consequences other than a collision (e.g., gear collapsing).*
· *Includes occurrences where an airborne aircraft lands on an aircraft stopped or moving on a runway in use.*
· *Runway incursions may occur at controlled or uncontrolled airports.*

Note: changed to RI-VAP as result of ICAO Air Navigation Commission decision in 2004

Failure or malfunction of an aircraft system or component - other than the powerplant. (SCF-NP: 18
System/component failure or malfunction [non-powerplant])

Usage Notes:
• *If the failure renders the aircraft uncontrollable it is coded as SCF–NP only, not as loss of control (Loss of Control–Inflight (LOC–I) or Loss of Control–Ground (LOC–G)). However, if the failure does not render the aircraft uncontrollable, but leads to a loss of control, code the event under both SCF–NP and LOC–I or LOC–G, as appropriate.*
• *Rotorcraft main rotor and tail rotor system, drive system and flight control failures or malfunctions are also coded here.*
• *Includes errors or failures in software and database systems.*
• *Includes non-powerplant parts or pieces separating from an aircraft.*
• *For unmanned aircraft, includes failure or malfunction of ground-based, transmission, or aircraft-based communication systems or components or datalink systems or components.*
• *Includes failures/malfunctions of ground-based launch or recovery systems equipment.*
• *Includes all failures/malfunctions, including those related to or caused by maintenance issues.*

Failure or malfunction of an aircraft system or component - related to the powerplant. (SCF-PP: powerplant   19
failure or malfunction)

Usage Notes:
• *If the failure renders the aircraft uncontrollable it is coded as SCF-PP only, not as loss of control (LOC-I or LOC-G). However, if the failure does not render the aircraft uncontrollable, but leads to a loss of control, code the event under both SCF-PP and LOC-I or LOC-G, as appropriate.*
• *Includes failures or malfunctions of any of the following: propellers, rotors, propeller/main rotor drive train (gearbox, transmission), reversers, and powerplant controls.*
• *Includes powerplant parts or pieces separating from a powerplant.*
• *Includes all failures/malfunctions, including those related to or caused by maintenance issues.*
• *Rotorcraft cyclic, collective and tail rotor drive and control failures or malfunctions are coded as non-powerplant failures (SCF-NP), not SCF-PP.*
• *The following fuel-related powerplant problems are coded under the category FUEL, not under the category SCF-PP: fuel exhaustion; fuel starvation/mismanagement; fuel contamination; wrong fuel; carburetor and induction icing.*

NOTE: For sub-categorization of SCF-PP, a separate taxonomy has been developed and can be found on the CICTT website http://intlaviationstandards.org.

Criminal/Security acts which result in accidents or incidents (per International Civil Aviation Organization [ICAO] Annex 13). (SEC: Security related)   20

Usage Notes:
• *While security related acts can lead to accidents as defined as by ICAO Annex 13, they are not considered accidents by some organizations. Regardless, these events have similar consequences in that they result in serious injury or death to person(s) and/or substantial damage to the aircraft. For these reasons, they are categorized as security-related occurrences for prevention purposes only.*
• *Examples include: a) hijacking and/or aircraft theft; b) interference with a crewmember (e.g., unruly passengers); c) flight control interference; d) ramp/runway/taxiway security; e) sabotage; f) suicide; and g) acts of war.*

In-flight turbulence encounter (TURB: Turbulence encounter)   21

Usage Notes:
• *Includes encounters with turbulence in clear air, mountain wave, mechanical, and/or cloud associated turbulence.*
• *Wake vortex encounters are also included here.*
• *Flights into windshear or thunderstorm related turbulence are coded as WSTRW.*
• *Includes turbulence encountered by aircraft when operating around or at buildings, structures and objects.*

Unintended flight in Instrument Meteorological Conditions (IMC) (UIMC: Unintended flight in IMC)   100

Usage Notes:
• *May be used as a precursor to CFIT, LOC-I or LALT.*
• *Applicable if the pilot was flying according to Visual Flight Rules (VFR), as defined in Annex 2 – Rules of the Air – to the Convention on International Civil Aviation and by any reason found oneself inadvertently in IMC*
• *Only to be used when loss of visual references is encountered,*
• *Only to be used if pilot not qualified to fly in IMC and/or aircraft not equipped to fly in IMC*

A touchdown off the runway surface. (USOS: Undershoot/overshoot)   22

Usage Notes:
• *An undershoot/overshoot of a runway/helipad/helideck occurs in close proximity to the runway/helipad/helideck and also includes offside touchdowns and any occurrence where the landing gear touches off the runway/helipad/helideck surface.*
• *Off-airport emergency landings are excluded from this category.*
• *To be used for occurrences during the landing phase.*
• *Includes offside touchdowns on heliports, helidecks and other defined areas to be used wholly or in part for the arrival, departure and surface movement of helicopters (does not include helicopter unprepared or natural landing sites).*

Do not use ARC in conjunction with USOS.

Collision with, risk of collision, or evasive action taken by an aircraft to avoid wildlife on a runway or on a helipad/helideck in use. (WILD: Collision Wildlife)   27

Usage Notes:
Includes encounters with wildlife on a runway in use or on any other movement area of the aerodrome.
• *Includes instances where evasive action is taken by the flight crew that leads to a collision off the movement area of the aerodrome or to consequences other than a collision (e.g., gear collapsing).*
• *Wildlife encounters may occur at controlled or uncontrolled airports, or on unprepared/natural landing sites.*
• *Excludes bird strikes, which are coded as Bird (BIRD).*

Note: Was previously described as RI-A.

Flight into windshear or thunderstorm. (WSTRW: Windshear or thunderstorm.)   23

Usage Notes:
• *Includes flight into wind shear and/or thunderstorm-related weather.*
• *Includes in-flight events related to hail.*
• *Includes events related to lightning strikes.*
• *Includes events related to heavy rain (not just in a thunderstorm).*
• *Icing and turbulence encounters are coded separately (see Icing (ICE) and TurbulenceEncounter (TURB)).*

Any occurrence not covered under another category. (OTHR: Other)   98

This category includes any occurrence type that is not covered by any other category.

Insufficient information exists to categorize the occurrence. (UNK: Unknown or undetermined)   99

Usage Notes:
• Includes cases where the aircraft is missing.
• Includes those occurrences where there is not enough information at hand to classify the occurrence or where additional information is expected in due course to better classify the occurrence.