

FOR EXAMPLE - CANADA

ANNEX A CADORS REPORTABLE OCCURRENCES

1. Aircraft Accident

Any aviation occurrence resulting directly from the operation of an aircraft where:

- A. A person, other than a stowaway, sustains a serious injury or fatal injury, that is not self-inflicted or inflicted by another person or caused by natural causes, as a result of that person:
 - (i) being in the aircraft,
 - (ii) coming into direct contact with any part of the aircraft, including any part that may have become detached from the aircraft, or
 - (iii) being directly exposed to the jet blast/propeller wash of the aircraft;
- B. The aircraft sustains damage or structural failure adversely affecting the structural strength, performance or flight characteristics of the aircraft normally requiring major repair or replacement of any affected component part, other than damage or failure that is limited to:
 - (i) the engine, its cowlings or its accessories,
 - (ii) the propellers, wing tips, antennae, tires, brakes or fairings, or
 - (iii) small dents or puncture holes in the aircraft skin;
- C. The aircraft is missing or is completely inaccessible,

2. Aircraft Incident

Any occurrence involving an aircraft where:

- A. An engine fails;
- B. Smoke or fire occurs, other than an engine fire that is contained within the engine and does not result in engine failure or damage to other component parts of the aircraft;
- C. Difficulties in controlling the aircraft in flight are encountered due to any aircraft system malfunction, weather phenomena, wake turbulence, operations outside the approved flight envelope or uncontrolled vibrations;
- D. The aircraft fails to remain within the landing or takeoff area, lands with one or more landing gear retracted or drags a wing tip or engine pod;

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- E. Any crew member is unable to perform his/her flight duties as a result of incapacitation;
 - F. Decompression, explosive or otherwise, occurs that necessitates an emergency descent;
 - G. A fuel shortage occurs that necessitates a diversion or requires approach and landing priority at the destination of the aircraft;
 - H. The aircraft is refuelled with the incorrect type of fuel or contaminated fuel;
 - I. A collision or risk of collision with any other aircraft or with any vehicle, terrain or obstacle occurs, including a collision or risk of collision that may be related to air traffic control procedures or equipment failures;
 - J. The aircraft receives a Traffic Alert and Collision Avoidance System (TCAS) Resolution Advisory;
 - K. A flight crew member declares an emergency (such as medical), or indicates any degree of emergency that requires priority handling by an air traffic control unit or the standing by of crash, fire fighting or rescue services; or,
 - L. Toxic gases or corrosive materials leak from any area aboard the aircraft;
 - M. A transmission gearbox malfunction occurs; or,
 - N. A slung load is released unintentionally or as a precautionary or emergency measure from the aircraft;
- 3. Unauthorized incursion or operating irregularity involving vehicles, pedestrians or animals,
 - 4. Failure of a navigational aid, approach aid, communications system, airport lighting, power failure or any other system breakdown which has an adverse effect upon flight safety or a major impact upon operations,
 - 5. Criminal action - hijacking bomb threat, riot, sabotage, or a breach of aviation/airport security,
 - 6. Unavailability of a runway due to snow, ice, flood, obstruction or foreign object that results in a major impact on airport operations,
 - 7. Bird strikes,

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8. Missing aircraft reports, Search and Rescue action (RCC launch, ELT activations, communications searches),
9. Significant building and equipment fire or other major damage on airport property or TC remote sites,
10. Labour action affecting operational capability,
11. Item dropped from aircraft,
12. Regulatory infractions,
13. Environment emergencies such as significant fuel spill, hazardous chemical or radioactive spill on airport property,
14. Accidental death or serious injury to employees or members of the public while on airport or TC property,
15. ATS operating irregularities, and
16. Any occurrence which deviates from normal operating procedures, may generate a high degree of public interest/concern, or could be of direct interest to specific foreign air authorities.