

ข. เหตุการณ์ภาคบังคับที่ต้องรายงานโดยสถาบันฝึกอบรมด้านการบินที่มีการปฏิบัติการบิน

Occurrence Lists		Interpretation	Recommendations of information to be described the occurrence (ECCAIRS Attribute Number 1092)
1. AIR OPERATIONS			
1.1	Unintentional loss of control.	This includes both loss of control inflight (LOC-I) and loss of control on the ground (LOC-G).	
1.2	Landing outside of intended landing area.		
1.3	Inability or failure to achieve required aircraft performance expected in normal conditions during take-off, climb or landing.		

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Occurrence Lists		Interpretation	Recommendations of information to be described the occurrence (ECCAIRS Attribute Number 1092)
1.4	Runway incursion.	<p>Runway incursion means 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 takeoff of aircraft includes entering a runway;</p> <ul style="list-style-type: none"> • without an ATC clearance or • stop light intrusion (Red) even if cleared. <p>Note: the incorrect presence may be a consequence of a failure of a pilot or vehicle driver to comply with a valid ATC clearance or their compliance with an inappropriate ATC clearance.</p>	
1.5	Runway excursion.	<p>Runway excursion means a veer off or overrun off the runway surface during take-off or landing.</p> <p>Overrun means an aircraft is unable to stop before the end of the runway.</p>	

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Occurrence Lists		Interpretation	Recommendations of information to be described the occurrence (ECCAIRS Attribute Number 1092)
1.6	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.		
1.7	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.		
1.8	Operation of aircraft that deviate from aircraft equipage or operations approval required by applicable regulations.		

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2. TECHNICAL OCCURRENCES		
2.1	Abnormal severe vibration (for example: aileron or elevator 'flutter', or of propeller).	
2.2	Any flight control not function correctly or disconnected.	
2.3	A failure or substantial deterioration of the aircraft structure.	The events that are not classified as an accident.
2.4	A loss of any part of the aircraft structure or installation in flight.	
2.5	A failure of an engine, rotor, propeller, fuel system or other essential system.	
2.6	Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or risk to occupants.	

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3. MAINTENANCE AND CONTINUING AIRWORTHINESS MANAGEMENT (applicable for the organizations that scope of their SMS include these activities)		
3.1	Serious structural damage (for example: cracks, permanent deformation, delamination, debonding, burning, excessive war, or corrosion) found during maintenance of the aircraft or component.	Any a primary structure or a secondary structure or the engine, propeller or rotorcraft rotor system damage or deterioration resulting from any cause (e.g., as flutter, loss of stiffness or structure failure).
3.2	Serious leakage or contamination of fluids (for example: hydraulic, fuel, oil, gas or other fluids).	
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: (1) non-containment of components/debris; (2) failure of the engine mount structure.	

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3.4	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		
3.5	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.		
3.6	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.		
3.7	Incorrect assembly or installation of components of the aircraft found during an inspection or test procedure not intended for that specific purpose.		

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3.8	Wrong assessment of a serious defect, or serious non-compliance with MEL and Technical logbook procedures.		
3.9	Serious damage to Electrical Wiring Interconnection System (EWIS).		
3.10	Any defect in a life-controlled critical part or engine causing retirement before completion of its full life.		
3.11	The use of products, components or materials, from unknown, suspect origin, or unserviceable critical components.		
3.12	Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including language issue.		
3.13	Incorrect control or application of aircraft maintenance limitations or scheduled maintenance.	Any maintenance task not carried out in accordance with the limitations defined with an approved maintenance program and for which a variation has not been granted.	

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3.14	Releasing an aircraft to service form maintenance in case of any non-compliance which endangers the flight safety.	Non-compliance or significant errors in compliance with required maintenance procedures.	
3.15	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.		
3.16	Identified burning, melting, smoke, arcing, overheating or fire occurrences.		
3.17	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.		

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3.18	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 record system) or lack of information needed to ensure the serviceability of a flight record system		
4. INTERACTION WITH AIR NAVIGATION SERVICE AND AIR TRAFFIC MANAGEMENT			
4.1	Interaction with air navigation services (for example: incorrect service provided, conflicting communications or deviation from clearance) which has or could have endangered the aircraft, its occupants or any other person.		
4.2	Airspace infringement including unauthorized penetration of airspace.	Unauthorized infringement of any form of regulated airspace.	

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5. EMERGENCIES AND OTHER CRITICAL SITUATIONS			
5.1	Any occurrence leading to an emergency call.		
5.2	Fire, explosion, smoke, toxic gases or toxic fumes in the aircraft.	This includes a fire (even if subsequently extinguished), smoke, fumes or an explosion on or in any part of the aircraft;	
5.3	Incapacitation of the pilot leading to inability to perform any duty.	Incapacitation includes fatigue resulting from flying and associated duties, if confirmed by a qualified medical practitioner.	
6. EXTERNAL ENVIRONMENT AND METEOROLOGY			
6.1	A collision on the ground or in the air, with another aircraft, terrain or obstacle including vehicle.		
6.2	A near collision, on the ground or in the air, with another aircraft, terrain or obstacle including vehicle requiring an emergency avoidance maneuver to avoid a collision.	Near collision means requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.	

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6.3	Wildlife strike including bird strike.	This includes all wildlife and bird strikes with or without damage. Suspected bird strikes or encounters with flocks should also be reported.	
6.4	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.		
6.5	A lightning strike resulting in damage to or loss of functions of the aircraft.		
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.		
6.7	Icing including carburetor icing which has or could have endangered the aircraft, its occupants or any other person.		