

Defence Air Safety Occurrence Report

Reporter's Section



Indicates Mandatory Field

Occurrence Type

Occurrence Type

Other

Additional Reports

Aeronautical Information

Air Traffic Management

Airprox

Bird Strike

Human Fatigue

Laser/HP Illumination

Lightning Strike

Loose Article

MALDROP

Parachuting

Uncharted Obstruction

SESOR (DE&S use only)

Details of Individual Report Occurrence

Rank/Title

Full Name

Job Title

Contact Number

Contact Email

Role During Occurrence

Was this DASOR generated from an In-Form/EMS report?

In Form/EMS Serial No.

Injuries

Military Personnel

Civilian Personnel

Deaths (Number)

Please refer to the HSE website to evaluate if the injury is reportable. If an injury is reportable, you are required to complete a RIDDOR Report.

Specified injuries (Number)

All incidents can be reported online but a telephone service is also provided for reporting fatal/specified incidents only - call the Incident Contact Centre on 0345 300 9923

Over-7-day Incapacitation (Number)

(opening hours Monday to Friday 8.30 am to 5 pm).

Occurrence Details

Date of Occurrence
(dd/mm/yyyy)

Time of Occurrence
(HH:MM)

Time of Day

Place of Occurrence
(No Operationally Sensitive Information)

Country
(No Operationally Sensitive Information)

Ship/Station/Organisation

Unit/Sqn/Flight/Site

Exercise Name

Operation Name

Local Reference Number

OME Related

Please check with your Unit Explosives Safety Representative whether a Munitions Incident Database report should be raised in conjunction with this DASOR.

Aircraft Involved (Not for ATM use)

Embarked on Ship

Aircraft Registration

UK Military Registrations in the following 5 character format (No Spaces): LetterLetterNumberNumberNumber
UK Civil Registrations in the following 6 character format (No Spaces): G-Letterletterletterletter

Aircraft Type/Mark

Other (Please State)

Meteorological & Environmental Conditions

Workplace (e.g. Cockpit, hangar)	Workplace Temp (°C)
OAT(°C)	Working Light Level
Visibility Distance (m)	Weather Conditions
Icing	Sea State
Wind Direction	Wind Speed (State Units)
Cloud Cover	Cloud Height (ft)
Precipitation Type	Intensity

Flight Details

Nature of Flight	Flight Phase
Number of Flight Crew	Number of Passengers
Point of Departure	Point of Next Intended Landing
Night Vision System Used	Light Level
Flight Conditions (VMC/IMC)	Type of Air Traffic Service
Type of Mission Control	IAS (KT) or Mach No
Altitude	Flight Level (FL)
Turbulence	Runway/Landing/HLS Surface Type
Runway/Landing/HLS Condition	Date of last flight before this event
Date of last sim before this event	Experience on type
Perceived alertness level	Was Spatial Disorientation a factor in this Occurrence?

Briefed Task (No Operationally Sensitive Information)

Description of Event

Brief Title

Narrative Description of Event

What are / could be the Air Safety implications of this report?

Perceived Severity

High	There are few or no remaining barriers that could credibly have prevented a loss of life or significant injury, leaving outcome to chance.
Medium	The remaining barriers are weak or can be missed, leaving a clear path to loss of life or significant injury.
Low	The remaining barriers appear adequate in the protection they offer against loss of life or significant injury.
Negligible	There is no readily conceivable means through which this occurrence could have led to a loss of life or significant injury.