DASOR FINDINGS TAXONOMY SYSTEM

This document is the complete DASOR Taxonomy, its purpose is to provide a quick reference guide for Investigators to assist in the codification of DASORS either by PDF or on ASIMS. The guide lists each of the taxonomies used within the Findings section of the DASOR, the Findings section is comprised of the Outcome, Cause and Causal Factors and each component must be coded when completing the DASOR.

ATC/ABM/ALI -> Airfield Management -> Airfield	
Arrestor/Barriers Availability Degraded	Where an outcome relates to the serviceability of safety barriers on an airfield, such as the RHAG.
Degraded/Inappropriate Infrastructure	Where an outcome relates to the degradation or inadequacy of airfield infrastructure, for example the condition of the Air Traffic Tower or ATM equipment buildings.
Emergency Power Failure	Where an outcome relates to the interruption of an emergency power source feeding essential BM equipment.
Inadequate Lighting (Adequacy)	Where the outcome relates to sub-standard, non-compliant or absent aerodrome lighting.
Inadequate Markings	Where the outcome relates to sub-standard, non-complaint or absent airfield markings.
Inadequate Signage	Where the outcome relates to sub-standard, non-complaint or absent airfield signage.
Power Failure	Where the outcome relates to a loss of power to all or some BM equipment.
ATC/ABM/ALI -> Airfield Management -> Emergency Services	
Communication	Where the outcome relates to a communication issue between the ATM and airfield emergency services, for example an incorrect or absent emergency state message or broadcast.
Response Effectiveness	Where the outcome relates to a poorly coordinated response to an emergency, for example emergency vehicles proceeding to the incorrect location on the airfield.
Response Time	Where the outcome relates to an inappropriately slow response to an emergency by one or more of the the required emergency vehicles.
ATC/ABM/ALI -> Airfield Management -> Operating Surface	
Degraded Integrity	Where an outcome relates to the degradation of the airfield operating surfaces, such as break up of a runway/taxiway or reduced PCN.
Excursion	Where an outcome relates to a planned, unplanned or emergency excursion of the operating surface.
Incursion	Where an outcome relates to the unapproved use of an operating surface by an aircraft, vehicle or individual, whether intended or accidental.
ATC/ABM/ALI -> Airfield Management -> Wildlife Control	
Airfield Incursion	Where an outcome relates to wildlife entering an operating surface.
Wildlife Strike	Where the outcome relates to wildlife interaction with an air system, including domestic animals including birds e.g. horses, rodents, swarms of insects.
ATC/ABM/ALI -> ATS Provision Error -> Communication	
Circuit Information Error	Where the outcome relates to the provision of incorrect information regarding the position or intent of air systems in the circuit.
Clearance Error	Where the outcome relates to either an incorrect clearance issued by a controller or where a clearance has been misheard or misinterpreted by the aircrew.
Congestion	Where the outcome is related to an unusually congested circuit and/or radar pattern.
Coordination Error	Where the outcome relates to the incorrect coordination of air systems between controllers.
Essential Calls Error	Where the outcome relates to a missing or incorrect essential radio call, for example a missed landing gear check.

Handover Error	Where the outcome relates to the incomplete or incorrect handover of an air system between controllers.
Incorrect ATC English	Where the outcome relates to incorrect or poor phraseology. This includes poor use of the English language by a non-native speaker or directions that were given in a foreign language that was not understood by an English speaking (only) pilot.
Liaison Error	Where the outcome relates to poor, absent or untimely liaison between controllers.
Warning Error	Where the outcome relates to an incorrect or absent warning call.
ATC/ABM/ALI -> ATS Provision Error -> Service	
Avoiding Action Error	Where the outcome relates to an incorrect or absent avoiding action call, or where the issued avoiding action turn is ineffective or inappropriate.
Division of Attention	Where the outcome relates to the incorrect division of attention by a controller, for example a controller missing an essential call due to his or her attention being directed towards another air system at an inappropriate time.
Excessive Workload	Where the outcome relates to an excessive controller workload; usually a combination of the number of speaking units on frequency and the complexity of the task.
Incorrect Priorities	An outcome where a controller has incorrectly elected to prioritise a less time-critical or less important task.
Mis-Identification	Where the outcome relates to the controller's mis-identification of an air system.
Planning Error	Where the outcome relates to incorrectly planning appropriately for an air system, either already on frequency or pre-noted to a controller.
Reduced Capacity and Awareness	Where the outcome relates to a controller having exceeded the limits of their own capacity, resulting in reduced awareness of the air picture; usually a combination of the number of speaking units on frequency, the complexity of the task and controller experience.
Reduced Separation	Where the outcome relates to either the inappropriate application of the reduced separation rules or a loss of safe separation between 2 or more air systems.
Scan Breakdown	Where the outcome relates to a controller failing to maintain a constant scan of all air systems on frequency, usually related to division of attention and/or incorrect prioritisation.
Sector/Console Management Error	For example, incorrectly planning for sufficient 'open' consoles for the task or inappropriate band-boxing of multiple positions/sectors.
Track Allocation Error	Where an outcome relates to inappropriate sector or controller allocation for a planned air system, for example where the intentions have not been fully understood or where the receiving controller is not appropriately trained to conduct the required task.
Traffic Information Error	Where an outcome relates to incorrect or absent traffic information from a controller to an air system.
ATC/ABM/ALI -> FOD Exposure -> FOD	
On Control Surface/Aircraft Skin	Where the outcome was a foreign object interacting with an operating surface such as 'main or tail rotor blade, flap or aileron etc.
On Ground/ASP	Where the outcome was a foreign object that was located on the ground in the vicinity of manoeuvring areas or maintenance facilities.
Other	Where the outcome was a Foreign Object that was located in an area that is not already specified or defined.
ATC/ABM/ALI -> Oversight/Procedure Error -> Checklists/Procedures	
Incorrect Briefing/Outbrief/Debrief	Where the outcome relates to an error in the execution of a brief using endorsed briefing checklists or procedures.
Not Followed	Where the outcome relates to an error in following an endorsed checklist or procedure.
Procedure Incorrect	Where the outcome relates to the use of a checklist or procedure that contains errors or omisions.

Procedure Misapplied	Where the outcome relates to use of the wrong procedure for a given set of circumstances due to a knowledge or rule-based mistake.
Revision Management	Where an endorsed checklist/process exists and is used but has been superseded by a new version or is out of date for review.
ATC/ABM/ALI -> Positional Error -> Airspace	
Altitude/Level Bust	Where the outcome relates to a controller issuing a level or airspace block that is inappropriate given the position of an air system. This could be due to the controller losing situational awareness, poor controller understanding of the airspace, or a poor position report from the air system.
Altitude/Level Deviation	Where the outcome relates to an air system failing to maintain or not achieving an altitude or height level they were cleared to operate at.
Confliction	Where multiple air systems operating in the same airspace are assigned, or have selected, levels and/or headings that could result or have resulted in a conflict. This could be due to the controller losing situational awareness, poor controller understanding of the airspace, or a poor position report from the air system.
Congestion	For example, where an excessive number or air systems have entered the same area of airspace.
Excursion	Where an outcome relates to instructions issued by a controller inadvertently leading an air system to exit the allocated airspace due to a misunderstanding of the position of the air system; generally related to the use of segregated airspace. This could be due to the controller losing situational awareness, poor controller understanding of the airspace, or a poor position report from the air system.
Heading Deviation	Where the outcome relates to an air system failing to maintain or not achieving a heading they were cleared to operate on.
Incursion	Where an outcome relates to instructions issued by a controller inadvertently leading an air system to enter controlled or segregated airspace due to a misunderstanding of the position of the air system.
Infringement	Where the outcome was that an air system entered notified airspace without appropriate clearance following instructions issued by a controller due to a misunderstanding of the position of the air system. (Controller induced occurrence)
ATC/ABM/ALI -> RPAS -> Mission Planning	
En-Route Procedures	
Pre-Flight	
ATC/ABM/ALI -> RPAS -> Weapons Control	
Clearance Error	Where the outcome relates to release of a weapon without appropriate clearance.
ATC/ABM/ALI -> Technical Fault -> Technical Fault	
Technical Fault	Outcome caused by any ATC equipment failure for equipment that has been correctly manufactured, maintained and operated IAW maintenance instructions.
Air Operations -> Degraded Aircraft Integrity -> Item Detached from Aircraft	
Attached Loads	Where the outcome relates to the detachment of an attached load, this may include those that are attached to hard points.
Carry On Items	Where the outcome relates to the loss overboard or detachment of items brought on to the aircraft by passengers or crew.
Integral Component	Where the outcome relates to the detachment of a component that is normally installed or fitted securely to the aircraft.
Observations	Where the outcome relates to an item being seen to have detached from either the subject aircraft or another air system.
Temporary Load	Where the outcome relates to the loss or detachment of a temporary or underslung load.
Air Operations -> Degraded Environmental Conditions -> Landing Visibility Decrease	

Brownout	Where the outcome relates to a restriction in visibility due to sand or dust in the air.
Red Illumination	Where the outcome relates to degraded visibility due to OPSEC/use of NVG goggle and light flares on the ground. This is theatre specific where lighting levels are set at below 10MLX.
Visual Acuity	Where the outcome relates to a reduction in visibility due to excessive glare from projected information within the Helmet Mounted Display or from an excess of lighting near the intended landing area.
Whiteout	Where the outcome relates to a restriction in visibility due to snow, overcast cloud or fog. Disorientation may also be included.
Air Operations-> Degraded Environmental Conditions -> Natural Operating Factor	
Abrasion	Where the outcome was the scraping or wearing away of a surface layer of material or item of equipment.
Accretion	Where the outcome was the gradual accumulation of additional layers or matter, e.g. Ice accretion.
Aquaplaning	Where the outcome was an uncontrollable slide on a wet surface.
Contamination	Where the outcome was the pollution of a substance due to the environment, e.g. rain.
Hail Damage	Where the outcome was damage due to showers of frozen rain.
Icing	Where the outcome was the formation of ice on a surface or piece of equipment.
Lightning Strike	Where the outcome was a lightning strike caused by an electrical storm.
Solar Damage	Where the outcome was damage due to sun exposure.
Visibility Decrease	Where the outcome relates to a decrease in the distance that can be seen as determined by light and weather conditions.
Wildlife Strike	Where the outcome relates to wildlife interaction, including domestic animals other than birds e.g. horses, rodents, swarms of insects.
Wind Effect	Where the outcome relates to the general wind strength or behaviour e.g. gusting.
Air Operations -> Emergency Procedures -> Aircraft Escape	
Accidental Canopy Jettison	Where the outcome relates to the accidental jettisoning of an aircraft canopy.
Ejection	Where the outcome was that the crew exited the aircraft by using the ejection seat.
Ground Egress/Evacuation	Where the outcome was that the crew and/or passengers exited the aircraft under emergency conditions whilst on the ground.
In Flight Abandonment	Where the outcome was that the crew were unable to recover an emergency situation and were forced to exit the aircraft whilst airborne (non-ejection seat).
Air Operations -> Emergency Procedures -> Diversion/Deviation	
Forced	Where the outcome was that an aircraft is forced by an external actor (e.g. intercepting aircraft) or technical malfunction to deviate from the intended flight path or to land at an alternative location.
Gilding Landout	Where the outcome relates to a glider landing outside of the Designated Landing Area.
Unplanned	Where the outcome was that an aircraft deviates from an intended flight path either unintentionally or because of environmental factors precluding the safe operation of the aircraft, including a change of arrival airfield.
Air Operations -> Emergency Procedures -> Fire/Smoke/Fumes/Explosion	
Explosion	Where the outcome was a violent shattering or blowing apart of an item or equipment.
Fire	Where the outcome was a process in which substances combine chemically with oxygen from the air and typically give out bright light, heat, and smoke; combustion or burning.
Smoke/Fumes	Where the outcome was the physical presence of smoke or fumes eg within a cockpit, cabin, compartment or workspace.

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Air Operations -> Emergency Procedures -> In-flight Power Loss	
Engine Shutdown	Where the outcome was the shutdown (elective or automatic) of an engine.
Power Loss	Where the outcome relates to the loss of power from a gliding launch winch resulting in a launch failure
Reduced Power	Where the outcome was a reduction in the power available (either automatic or elective) of an engine.
Winch Launch Failure	Where the outcome relates to a winch cable break or weak link break resulting in a launch failure.
Winch Operator Error	Where the outcome relates to the incorrect operation of a gliding launch winch resulting in a launch failure.
Air Operations -> Emergency Procedures -> Physiological	
G-LOC	Where the outcome was G induced loss of consciousness.
Hypoxia	Where the outcome relates to a deficiency in the amount of oxygen reaching the body's tissues.
Illness	Where the outcome relates to the illness of the aircrew or passengers.
Loss of Pressurisation	Where the outcome relates to the effect on aircrew or passengers of a loss of pressurisation.
Air Operations -> Environmental Conditions -> Natural Operating Factor	
Sinking Air	Where the outcomes relates to the effect of sinking air on an air system.
Birdstrike	Where the outcome relates to a Birdstrike and wildlife control was not a factor.
Air Operations -> FOD Exposure -> FOD	
In Aircraft	Where the outcome was a foreign object that was located in any part of the aircraft other than the cockpit or engine, e.g. an equipment compartment or bay.
In Cockpit/Cabin	Where the outcome was a foreign object that was located in the cockpit or cabin only.
In Engine/Lift Fan	Where the outcome was a foreign object interacting with an engine, lift fan, engine bay or nacelle.
On Control Surface/Aircraft Skin	Where the outcome was a foreign object interacting with an operating surface such as 'main or tail rotor blade, flap or aileron etc.
On Ground/ASP	Where the outcome was a foreign object that was located on the ground in the vicinity of manoeuvring areas or maintenance facilities.
Other	Where the outcome was a foreign object that was located in an area that is not already specified or defined.
Air Operations -> Loss of Safe Separation -> Airprox	
Co-operating	Where the distance and/or relative positions and speed have been such that the safety of the aircraft involved may have been compromised between co-operating aircraft e.g. during formation flying, affiliation training, air refuelling, air combat training or other exercises where co-operation is intended.
Non co-operating	Where the distance and/or relative positions and speed have been such that the safety of the aircraft involved may have been compromised in all instances where no co-operation was planned or intended by either party. Liaison to separate activities by time or geography does not count as co-operation.
Air Operations -> Loss of Safe Separation -> Automatic Ground Collision Avoidance System (AGCAS)	
AGCAS Activation	Where the outcome was an activation of the Automatic Ground Collision Avoidance System (AGCAS).
Air Operations -> Loss of Safe Separation -> CFIT	
Structure	Where the outcome was a collision between an air system and structure whilst airborne where the pilot remained in control of the air system throughout the event.
Surface	Where the outcome was a collision between an air system and the ground where the pilot remained in control of the air system throughout the event.

Surface Based Object (obstruction)	Where the outcome was a collision between an airborne air system and ground object (e.g. moveable objects and terrain features such as trees) where the pilot remained in control of the air system throughout the event.
Air Operations -> Loss of Safe Separation -> Collision (Ground/Hover Manoeuvring)	
Aircraft	Where the outcome was a ground collision between 2 or more aircraft.
Ground Equipment	Where the outcome was a ground collision between an aircraft and a piece of ground equipment.
Personnel	Where the outcome was a collision between a manoeuvring aircraft and 1 or more people.
Structure eg Hangar	Where the outcome was a collision between a manoeuvring aircraft and an airfield structure.
Terrain	Where the outcome was a collision between a ground manoeuvring aircraft and a terrain feature (e.g. ditch or bank)
Vehicle	Where the outcome was a ground collision between a manoeuvring aircraft and a vehicle.
Air Operations -> Loss of Safe Separation -> Mid Air Collision (MAC)	
Co-operating	Where an unintended in-flight contact between co-operating aircraft has been made e.g. during formation flying, affiliation training, air refuelling, air combat training or other exercises where co-operation is intended.
Non co-operating	Where an unintended in-flight contact has been made for all instances where no co-operation was planned or intended by either party. Liaison to separate activities by time or geography does not count at co-operation
Air Operations -> Loss of Safe Separation -> Near CFIT	
Structure	Where the outcome was a near miss with a ground structure whilst airborne where the pilot was in control of the aircraft throughout the event.
Surface	Where the outcome was a near miss with the ground where the pilot was in control of the aircraft throughout the event.
Surface Based Object (obstruction)	Where the outcome was a near miss with a ground object whilst airborne where the pilot was in control of the aircraft throughout the event.
Air Operations -> Loss of Safe Separation -> TCAS-RA	
Confliction	Where the outcome was a loss of safe separation that resulted in a TCAS alert to avoid collision.
Erroneous Warning	Where the outcome was a spurious TCAS alert that did not correspond to an actual loss of safe separation.
Air Operations -> Loss of Safe Separation -> UFIT	
Structure	Where the outcome was a collision between an air system and structure whilst airborne where the pilot was not in control of the air system throughout the event.
Surface	Where the outcome was a collision between an air system and the ground where the pilot was not in control of the air system throughout the event.
Surface Based Object (obstruction)	Where the outcome was a collision between airborne air system and ground object (e.g. moveable objects and terrain features such as trees) where the pilot remained in control of the air system throughout the event.
Air Operations -> Oversight/Procedure Error -> Aircraft Documentation/IT	
Not Signed For	Where the outcome relates to an aircraft being accepted and operated by Aircrew personnel, without the correct Aircrew personnel signatures in the Aircraft Documentation/IT.
Air Operations -> Oversight/Procedure Error -> Approval/Supervision	
Authorisation Error/Exceedance	When the outcome relates to a task being conducted in error, by personnel who are not qualified, authorised, 'in date for currency' or the tasking conducted exceeded what was originally authorised.
Supervision Error	When the outcome relates to an error that was made as a result of a task being incorrectly supervised or a lack of supervision.

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Air Operations -> Oversight/Procedure Error -> Checklists/Procedures	
Incorrect Briefing/Outbrief/Debrief	Where the outcome relates to an error in the execution of a brief using endorsed briefing checklists or procedures.
Not Followed	Where the outcome relates to when an endorsed briefing checklist or procedure was not followed.
Procedure Incorrect	Where the outcome relates to the use of a checklist or procedure that contains errors or omisions.
Procedure Misapplied	Where the outcome relates to use of the wrong procedure for a given set of circumstances due to a knowledge or rule based mistake.
Revision Husbandry	Where an endorsed checklist/process exists and is used but has been superseded by a new version or is out of date for review.
Air Operations -> Positional Error -> Airspace	
Altitude/Level Bust	Where the outcome was a deviation from ATC cleared altitude. (> 300' /> 200' in RVSM airspace)
Altitude/Level Deviation	Where the outcome was a minor deviation from cleared altitude (< 300'/< 200' in RVSM airspace)
Excursion	Where the outcome was where the aircraft exited from a cleared area of airspace without prior ATC clearance.
Heading Deviation	Where the outcome was an aircraft deviating from an ATC cleared heading/track.
Infringement	Where the outcome was that the air system entered notified airspace without appropriate clearance, or under conditions outside of the given clearance. (Aircrew induced occurrence)
Runway Incursion	Where the outcome was that the air system, at the end of the approach, enters a controlled runway without ATC clearance e.g. conducting a touch and go after being cleared for a low approach.
Air Operations -> Positional Error -> Navigation Error	
Navigational Kit Management	Where the outcome was a navigational error made as a result of aircraft navigation equipment mismanagement (e.g. Incorrectly entered information)
Position	Where the outcome was as a result of system error that caused the crew to believe themselves to be in the correct location but in reality they weren't.
Timing	Where the outcome was as a result of not meeting time restriction imposed by orders or ATC.
Air Operations -> Specialist Activity -> AAR	
Unsafe Approach/Contact	Where the outcome relates to an unsafe approach or contact during Air to Air refuelling.
Unsafe Disengagement	Where the outcome relates to an unsafe probe/drogue disengagement during Air to Air refuelling.
Unsafe Formation	Where the aircraft relates to an unsafe formation of /on aircraft (either with the tanker and recipient or co-operating recipients) during Air to Air refuelling.
Unsafe Fuel Transfer	Where the outcome relates to an unsafe transfer of fuel between aircraft during Air to Air refuelling.
Air Operations -> Specialist Activity -> Air Delivery (non-weapon)	
Unsafe Cargo Drop	Where the outcome was an equipment malfunction/procedural occurrence that lead to a MALDROP
Unsafe Para Drop	Where the outcome was an event that lead to abnormal para drop whether causing injury or not.
Air Operations -> Systems Mismanagement -> Fuel	
Battery Failure (RPAS)	The failure of the battery affecting the ability of the RPAS to function.
Contamination	Where the outcome was the pollution of fuel with another substance e.g. with water
Incorrect Fuel Type	Where the outcome relates to the use of the incorrect type or specification of fuel.
Incorrect Quantity	Where the outcome relates to the wrong amount of fuel being calculated, added or removed.
Jettison	Where the outcome relates to the jettison of fuel, either elective or inadvertent.
Mismanagement	Where the outcome relates to the incorrect assessment of fuel quantities required for a specific mission or task.

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Air Operations -> Systems Mismanagement -> Systems Operation	
Operational Limit Exceeded	Where the outcome relates to an operator either inadvertently or electively breaching the operational parameters of an aircraft system.
Switch Position / Control Selection Error	Where the outcome relates to an operator either inadvertently or electively making a switching or control selection.
Air Operations -> Technical Fault -> Technical Fault	
Technical Fault	Failure of aircraft or airborne equipment that was correctly manufactured, maintained and operated; causing or contributing to an occurrence during the air system's operation.
Air Operations -> Unintended Consequence -> Unintended Effect	
Disturbance	For example, when an aircraft landing has caused a disturbance to 3rd parties.
Downwash	Where the outcome relates to the downward deflection of an airstream by an aircraft wing or helicopter rotor blade.
EM Radiation	Where the outcome relates to the inadvertent emission of energy as an electromagnetic wave e.g. radar painting.
Jetwash	Where the outcome relates to the turbulence that forms behind an aircraft as it passes through the air.
Noise	Where the outcome relates to aircraft noise that has (usually) resulted in a distraction or 3rd party disturbance.
Propwash	Where the outcome relates to the disturbed mass of air (normally pushed aft) by the propeller of an aircraft.
Vibration	Where the outcome relates (normally) in an increase in vibration levels or change in harmonic.
Air Operations -> Unsafe Aircraft Configuration -> Ordnance/Role Equipment/USL	
Inadvertent Release/Jettison	Where the outcome relates to an unintended loss of an item of ordnance, role equipment or underslung load.
Unsafe Carriage	Where the outcome relates to the effect of the item of ordnance, role equipment or underslung load which results in a decrease in overall platform safety.
Unsafe Release/Jettison	Where the outcome relates to the release or jettison of ordnance, role equipment of an underslung load (usually elective) which has been carried out outside of directed limitations or procedures.
Air Operations -> Unsafe Aircraft Handling (Air) -> Approach	
Incorrect Configuration.	Where the outcome was that the aircraft was not appropriately configured for the required landing type (CTOL/Slow Landing/Vertical Landing).
Missed Approach	Where the outcome was that the pilot executed a go around
Unstable Approach	Where the outcome was that the aircraft was not appropriately configured at the correct approach speed, azimuth or glideslope by a specified altitude.
Air Operations -> Unsafe Aircraft Handling (Air) -> Control of Aircraft	
Abrupt Manoeuvre/Overcontrol	Where the outcome relates to an elected control input that has resulted in movement or operation of the aircraft, systems or equipment, outside of normal parameters.
Aircraft Overstress	Where the outcome was that the G Limitations of the aircraft are exceeded.
Control restriction	Where the outcome was that the pilot was unable to move the aircraft controls freely or to their fullest extent.
Insufficient/Undercontrol	Where the outcome relates to an inability to conduct or complete an intended manoeuvre because of a restriction in/insufficient range of control or insufficient power being available.
Lost GPS (RPAS)	Loss of GPS signal resulting in the method of flight changing from autonomous to controlled flight.
Pilot Induced Oscillation	Where the outcome was that the pilots control inputs caused an increasing overcontrolling oscillation in any flight parameter.
Spin/Loss of Control	Where the outcome was that the pilot was no longer in control of the aircraft and normal flight profile was lost.

Stall	Where the outcome was a loss of lift, and therefore altitude, as a result of insufficient airspeed of pulling excessive G at slow airspeeds.
Uncommanded Manoeuvre	Where the outcome was an aircraft manoeuvre that was not as a direct result from a control input.
Air Operations -> Unsafe Aircraft Handling (Air) -> Landing	
Barrier Engagement	Where the outcome was that the pilot utilise the barrier as a measure to prevent runway overrun.
Cable Engagement	Where the outcome was that the pilot utilise the arrestor cable as a measure to prevent runway overrun/excursion.
Deep Landing	Where the outcome relates to an aircraft touching down at a point further along the runway than was originally intended. This term is also known as a 'long landing'.
Ditching	Where the outcome relates to the an elective or forced landing on water.
Ground Loop	Where the outcome relates to a rapid rotation of an aircraft in the horizontal plane (yaw axis) whilst on the ground.
Hazardous Landing	A general term where the outcome relates to a landing where an increased level of risk was associated with its execution.
Heavy/Hard Landing	Where the outcome was that the aircraft exceeded the landing G limit.
Overshoot	Where the outcome was that the pilot initiated a go around.
Precautionary Landing	Where the outcome relates to an elective yet unintended landing of an aircraft as a result of the occurrence.
Runway Excursion	Where the outcome was that the aircraft departed the landing surface other than overrunning the end. (e.g. left or right)
Runway Overrun	Where the outcome was that the aircraft failed to safely land and stop before the end of the landing surface.
Undershoot	Where the outcome was that the aircraft landed short of the intended landing surface.
Unplanned Recovery (RPAS)	A landing that was not intended or planned.
Wake Turbulence	Where the outcome was that an aircraft experiences turbulence from the wake of the aircraft in front.
Air Operations -> Unsafe Aircraft Handling (Air) -> Lost Link (RPAS)	
Deviation from clearance	Where the outcome relates to an RPAS deviating from cleared airspace as a result of a lost control link.
No deviation from clearance	Where the outcome relates to a loss of RPAS control link but no deviation from cleared airspace took place.
Air Operations -> Unsafe Aircraft Handling (Air) -> Take Off	
Aborted Take Off	Where the outcome was that the intended take-off was halted for an unsafe condition.
Failed Launch (RPAS)	An aircraft launch that was attempted but failed.
Hazardous Take Off	A general term where the outcome relates to a take-off where an increased level of risk was associated with its execution.
Incorrect Configuration	Where the outcome was that the aircraft was not appropriately configured for a Short or Conventional Take-off.
Runway Excursion	Where the outcome was that the aircraft departs the side of the runway during the take of role because of a loss of directional control.
Runway Overrun	Where the outcome was that the aircraft failed to get airborne during the take-off roll or failed to stop during an abort before the end of the runway.
Wake Turbulence	Where the outcome was that an aircraft experiences turbulence from the wake of the aircraft in front.
Air Operations -> Unsafe Aircraft Handling (Ground) -> Aircraft Ground Handling	
Handling	Where the outcome relates to the movement, taxiing or positioning of an air system whilst on the ground.
Loading	Where the outcome was that an aircraft was incorrectly loaded and that resulted in compromised aircraft safety.
Marshalling	Where the outcome relates to either a marshalling signal being missed, ignored or incorrectly given whilst the aircraft is being manoeuvred on the ground.

Safety Pins/Flags/Blanks	Where the outcome relates to the insertion or removal of ground safety pins/blanks or flags whilst the aircraft is being manouvred or positioned on the ground. This may include landing gear castor pins.
Towing	Where the outcome relates to the movement or ground handling of an aircraft being towed.
Air Operations -> Unsafe Aircraft Handling (Ground)-> Taxiing	
Operating Surface Excursion	Where the result was the aircraft departed the designated aircraft operating area.
Runway Incursion	Where the result was the aircraft proceeding past the stop bar, traffic light or sign and onto the active runway without ATC clearance.
Airworthiness -> Maintenance Management Issue -> Apply Limit	
Documentation	Where the outcome relates to the documentation associated with a MF703 Limitations Log entry.
Non-compliant	Where the outcome relates to a MF703 Limitations Log entry that was exceeded.
Procedure Incorrect	Where the procedure to enter or clear a MF703 Limitations Log entry was carried out incorrectly.
Procedure Misapplied	Where the procedure to enter or clear a MF703 Limitation Log entry was misapplied e.g. certified by non-authorised personnel.
Airworthiness -> Maintenance Management Issue -> Component Cannibalisation	
Authorisation	Where the cannibalization of a component was either not authorised or authorised by the incorrect organisation or individual.
Records	Relates to the documentation associated with component cannibalization, e.g. Log Cards, MF746D etc.
Requirement	Where the outcome of the event led to an operational need to cannibalize a component.
Airworthiness -> Maintenance Management Issue -> Configuration Control	
Configuration Error	Where the outcome was a mismatch between two specific standards or levels e.g. installation of components/material at differing specification.
Airworthiness -> Maintenance Management Issue -> Data	
Analysis Error	Where the outcome was due to the interpretation or conclusions made from data e.g. incorrect completion of tasks from GOLDesp forecasts.
Collection	Where the outcome was due to the collection of data e.g. automated systems or HUMS that collect engine running hours or start cycles.
Integrity	Where the outcome was due to accuracy of data e.g. GOLDesp records.
Airworthiness -> Maintenance Management Issue -> Defect Deferral	
Documentation	Where the outcome relates to the documentation associated with a MF704 Acceptable Deferred Faults Log entry.
Non-compliant	Where the outcome relates to a MF704 Acceptable Deferred Faults Log entry that was exceeded.
Procedure Incorrect	Where the procedure to enter or clear a MF704 Acceptable Deferred Faults Log entry was carried out incorrectly.
Procedure Misapplied	Where the procedure to enter or clear a MF704 Acceptable Deferred Faults Log entry was misapplied e.g. certified by non-authorised personnel.
Airworthiness -> Maintenance Management Issue -> Extension	
Documentation	Where the outcome relates to the documentation associated with an extension to Scheduled Maintenance.
Non-compliant	Where the outcome relates to a Scheduled Maintenance extension that was exceeded or overflown.
Procedure Incorrect	Where the procedure to enter or clear an extension to scheduled maintenance was carried out incorrectly.
Procedure Misapplied	Where the procedure to enter or clear an extension to Scheduled Maintenance was misapplied e.g. certified by non-authorised personnel.

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Airworthiness -> Maintenance Management Issue -> Installation	
Inadequate Training	Where an item was (often incorrectly) installed and the level of training available to do so was inadequate.
Incorrect Installation	Where an item was incorrectly installed, including an incorrect item.
Incorrect Tools	Where the incorrect tooling was used to install an item. This may include the incorrect use of the correct tooling.
Airworthiness -> Maintenance Management Issue -> Modification	
Incompatible	Where a modification has been embodied that is not compatible e.g. as a result of Software or Role Fit.
Not Embodied	Where a modification is available but has not been embodied, this is normally from a physical perspective.
Not Recorded	Where a modification has been either embodied or de-embodied and no work recording action has taken place.
Unauthorised	Where an unauthorised or unsupported modification has been installed.
Airworthiness -> Maintenance Management Issue -> Monitor and Control	
Monitoring and Control Error	When the outcome relates to a check (usually of documentation) that is incomplete, missing or incorrect.
Airworthiness -> Maintenance Management Issue -> Operational Constraints	
Enemy Action	The outcome was as a result of activity of a military enemy or combative force.
Natural Environmental Conditions	The outcome was as a result of weather.
Physical Environmental Conditions	The outcome was as a result of sea state, terrain or topography.
Airworthiness -> Maintenance Management Issue -> Plan and Schedule	
Delay	The outcome was a delay to the task or mission.
Planning Error	The outcome of the occurrence was an error to the planning phase of the task or mission.
Schedule Error	The outcome of the occurrence was an error to the scheduling of the task or mission. This may relate to concurrent operations or tasks.
Airworthiness -> Maintenance Management Issue -> Scheduled Task	
Forecast	The outcome relates to the forecasting of Scheduled Maintenance, usually as a result of a task being missed.
Incomplete	The outcome relates to an incomplete scheduled maintenance task. This may be as a result of other factors such as tools, personnel or documentation or human factors error or violation.
Overdue	The outcome relates to an overflown or overdue scheduled maintenance task.
Records	The outcome relates to the records associated with a scheduled maintenance task. This could be electronic or paper forecasts.
Airworthiness -> Maintenance Management Issue -> Support to Forward Organisation	
Maintenance	The outcome relates to the Operational Support provided e.g. by a depth unit to a forward unit for a specific maintenance task.
Repair	The outcome relates to the Operational Support provided e.g. CAT 3 repair.
Airworthiness -> Maintenance Management Issue -> Technical Record (Log)	
Information Integrity	The outcome related to lapses with the integrity of technical data caused by human error/mistake or the software integrity levels (SILS) of the software storing the information.
Information Validity	The outcome relates to technical data/records that are incorrect or incomplete.
Airworthiness -> Policy Issue -> Directive	
Inappropriate Timescales	The outcome relates to the timing of policy directives. This may be as a result of a requirement to comply within an unachievable deadline.
Unclear Direction	The outcome relates to the ambiguity of the rationale or specific detail of policy directives.

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Airworthiness -> Policy Issue -> Mitigation Strategy	
Disproportionate	The outcome relates to a series of mitigations that are (usually) overly restrictive to the level of risk associated.
Inappropriate	The outcome relates to a mitigation that may be valid but has no relevance or does not mitigate the associated risk.
Ineffective	The outcome relates to a mitigation that does not act as a barrier to the associated risk.
Unaffordable	The outcome relates to a mitigation strategy that which may be effective but is not reasonable to apply.
Airworthiness -> Policy Issue -> Publications	
Husbandry Error	The outcome relates to an error with the publications that deal with the anti-deterioration maintenance of equipment.
Inaccuracy	The outcome relates to an error, omision or lack of detail with the publications to support a mission or task.
Insufficient Availability	The outcome relates to the physical availability of publications to support a mission or task.
Airworthiness -> Policy Issue -> Standards/Requirements	
Ambiguous	Where directed standards or requirements do not specifically detail what needs to be done.
Communication Issue	Where directed standards or requirements have been issued but either not promulgated or the information has not been disseminated.
Contradictory	Where two (or more) standards/requirements (at the same hierarchal level) give contradictory direction.
Inconsistent	Where one or more standards/requirements do not follow a proportionate doctrine or give a mixed message.
Airworthiness -> Policy Issue -> Training	
SQEP	Where the training policy has provided a level of training that (usually) results in personnel unable to be declared SQEP.
Airworthiness -> Project Management Issue -> In to Service Plan	
Contract Error	Where the outcome relates to contracting errors for the acquisition of systems or equipment e.g. contracted delivery dates.
Financing Error	Where the outcome relates to finance errors for the acquisition of systems or equipment e.g. services/items no longer affordable.
Non-compliant	Where the outcome relates to an element that does not meet the acquisition plan of a new system or equipment.
Planning Error	Where the error relates to an error in the acquisition plan for a new system or equipment.
Airworthiness -> Project Management Issue -> Performance	
Specification Error	Where the outcome relates to the output or performance of a system or equipment being incorrectly stated. It may refer to an exceedance.
Under Performance	Where the outcome relates to a system or equipment not performing to the required or specified standard or output.
Airworthiness -> Project Management Issue -> Procurement	
Financing Error	Where the outcome relates to finance errors for the acquisition of systems or equipment.
Insufficient	Where the outcome relates to the acquisition of systems or equipment e.g. not enough kits bought.
Non-compliant	Where the outcome relates to acquisition processes not being followed.
Planning Error	Where the outcome relates to an error in the acquisition requirements or assumptions made.
Airworthiness -> Project Management Issue -> Risk	
Error in Management	Where the outcome relates to the mis-management of a known risk e.g. not meeting or adhering to the published Safety Management Plan.
Hazard Not Identified	Where the outcome relates to a new hazard that has been identified as a result of the occurrence.
Not ALARP	Where the outcome relates to the status of the known risk and whether it is As Low As is Reasonably Practicable.
Airworthiness -> Technical Fault -> Technical Fault	

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Technical Fault	Failure of aircraft or airborne equipment that was correctly manufactured, maintained and operated; causing or contributing to an occurrence during maintenance activity on the air system.
General -> Hostile/Unfriendly Action -> Kinetic Attack	
Air-Air	For example, Air Launched Missile strike whilst airborne.
Air-Ground	For example, Air Launhced missile strike whilst on the ground.
Ground-Air	For example, Ground Launched missile strike whilst airborne.
IED	The outcome was as a result of an Improvised Explosive Device.
Indirect Fire	The outcome was as a result of a projectile's impact whose source was not within direct line of sight.
Sabotage	The outcome was as a result of a deliberate act to damage or destroy.
Small Arms Fire	The outcome was as a result of projectile impact from a man-portable firearm.
General -> Hostile/Unfriendly Action -> Non-Kinetic Attack	
Cyber	The outcome relates to an act or attempt, successful or unsuccessful, to gain unauthorized access to, disrupt, or misuse electronic systems or information stored on such systems.
Electronic Warfare	The outcome relates to the use of electromagnetic and directed energy e.g. radar jamming.
Illumination	The outcome relates to the 'acquisition' or 'blooming' of an aircraft e.g. by an enemy radar system, laser or light source emanating from the ground.
General -> Organisational Fault -> Organisational Fault	
Equipment	A Policy/management issue with air, engineering or administration staff under Service control relating to the Equipment DLoD.
Information	A Policy/management issue with air, engineering or administration staff under Service control relating to the Information DLoD.
Infrastructure	A Policy/management issue with air, engineering or administration staff under Service control relating to the Infrastructure DLoD.
Logistics	A Policy/management issue with air, engineering or administration staff under Service control due to the Logistics DLoD.
Organisation	A Policy/management issue with air, engineering or administration staff under Service control relating to the Organisation DLoD.
Personnel	A Policy/management issue with air, engineering or administration staff under Service control relating to the Personnel DLoD.
Policy/Doctrine	A Policy/management issue with air, engineering or administration staff under Service control relating to the Doctrine DLoD.
Training	A Policy/management issue with air, engineering or administration staff under Service control relating to the Training DLoD.
Working Together (Interoperability)	A Policy/management issue with air, engineering or administration staff under Service control relating to the Interoperability DLoD.
General -> Other -> Other	
Other	All other Level 1 General outcomes, not previously specified.
General -> Personal Injury -> Personal Injury	
Caught In/On/Between	Where the outcome was as a result of a body part being caught on/in or between an item or surface. RIDDOR may be required in addition to the DASOR.

Hazard Contact/Exposure	Where the outcome was as a result of a bodily contact or exposure with a hazardous substance, including RADHAZ. RIDDOR/COSHH reports may be required in addition to the DASOR.
Incorrect Technique	For example, incorrect manual handling. RIDDOR reports may be required in addition to the DASOR.
Slip/Trip/Fall	Where the outcome was as a result of a slip, trip or fall from or on an object. RIDDOR reports may be required in addition to the DASOR.
Struck by	Where the outcome was as a result of a body part being struck by or hitting an item or piece of equipment. RIDDOR may be required in addition to the DASOR.
Ground Operations -> Emergency Procedures -> Fire/ Smoke/Fumes/Explosion	
Explosion	Where the outcome was a violent shattering or blowing apart of an item or equipment.
Fire	Where the outcome was a process in which substances combine chemically with oxygen from the air and typically give out bright light, heat, and smoke; combustion or burning.
Indication/Warning	Where the outcome was an indication or activation of a warning system e.g. Fire Warning lights.
Smoke/Fumes	Where the outcome was the physical presence of smoke or fumes e.g. within a cockpit, cabin, compartment or workspace.
Ground Operations -> Failure to maintain safe separation -> Collision - Involving Aircraft	
Aircraft	Where the outcome relates to the collision of one aircraft into another, whilst being handled or moved on the ground.
Ground Equipment	Where the outcome relates to the collision between an aircraft and an item of Ground Equipment.
Personnel	Where the outcome relates to then collision between and aircraft and personnel.
Structure eg Hangar	Where the outcome relates to the collision of an aircraft with a structure, whilst being handled or moved on the ground.
Vehicle	Where the outcome relates to the collision of an aircraft with a vehicle, whilst being handled or moved on the ground.
Ground Operations -> Failure to maintain safe separation -> Collision - Non Aircraft	
Ground Equipment	For example, where the outcome relates to the collision between items of ground equipment.
Personnel	For example, where the outcome relates to the impact of ground equipment with personnel.
Structure eg Hangar	For example, where the outcome relates to the impact of ground equipment into a structure.
Vehicle	For example, where the outcome relates to the impact of ground equipment into a vehicle.
Ground Operations -> FOD Exposure -> FOD	
In Aircraft	Where the outcome was a Foreign Object that was located in any part of the aircraft other than the Cockpit or Engine, e.g. an equipment compartment or bay.
In Cockpit/Cabin	Where the outcome was a Foreign Object that was located in the Cockpit or Cabin only.
In Engine/Lift Fan	Where the outcome was a foreign object interacting with an engine, Lift Fan, engine bay or nacelle.
In Open System	Where the outcome was a Foreign Object that was located within an open system.
On Control Surface/Aircraft Skin	Where the outcome was a foreign object that was located on an operating surface such as 'main or tail rotor blade, flap or aileron etc.
On Ground/ASP	Where the outcome was a foreign object that was located on the ground in the vicinity of manoeuvring areas or maintenance facilities.
Other	Where the outcome was a Foreign Object that was located in an area that is not already specified or defined.
Ground Operations -> Maintenance Activity Error -> Aircraft Documentation/IT	

Ambiguity	Where the outcome was an error that relates to aircraft documentation, including associated instructions or software that is not clear and can be misinterpreted.
Data integrity	Where the outcome was an error that relates to an error in the correctness of work recording or asset management data, e.g. Aircraft structures within GOLDesp/LITS.
Incomplete	Where the outcome was an error due to gaps within the Aircraft Documentation Set.
Not signed for	Where the outcome relates to uncertified work, regardless of whether it was physically completed or not.
Release of an unairworthy aircraft	An aircraft was released whilst it was not in an airworthy state. This can elude to aircraft documentation not being completed and/or checked properly before Aircrew personnel accept the aircraft from Maintenance personnel.
Signed in Error	Where the outcome relates to work that was certified incorrectly, e.g. for the wrong task or by the wrong person.
Ground Operations -> Maintenance Activity Error -> Fault Diagnosis	
Failed to Isolate Fault	Where the outcome refers to an inability to identify the root of the fault.
Inconclusive Functional Test	Where the outcome relates to a functional test that failed to identify or confirm a Technical Fault.
Inconclusive Inspection	Where the outcome relates to an inspection that failed to identify or confirm a defect or damage.
Inconclusive Operational Test	Where the outcome refers to an operational test that failed to confirm or identify a fault or failure.
System left in Unsafe Condition	For example, where the outcome refers to a system that must be isolated to maintain safety.
Ground Operations -> Maintenance Activity Error -> Fuelling	
Connection Issue	Where the outcome relates to an error in the connection of fuelling equipment e.g. refuel nozzle to an aircraft.
Contamination	Where the outcome occurred during fuelling and resulted in the pollution of the fuel with another substance.
Incorrect Fuel Type	Where the outcome relates to the use of the incorrect type or specification of fuel.
Incorrect Quantity	Where the outcome relates to the wrong amount of fuel being calculated, added or removed.
Panels/Access Not Secure	Where the outcome relates to fuel panels, covers or caps being unsecured post refuelling.
Spill	Where the outcome relates to the spillage of fuel.
Ground Operations -> Maintenance Activity Error -> Installation/Repair	
Equipment/Part Missing	Where the outcome refers to a part or item that was not installed upon installation or repair of a higher assembly or component.
Incorrect assembly/installation	Where the outcome relates to a piece of equipment that was not assembled or installed in accordance with the aircraft document set.
Incorrect/Unsafe Part	Where the outcome relates to the fitment of an item that is not designed, intended or authorised to be installed in that position.
Panels/Access Not Secure	Where the outcome relates to panels, fairings or cowlings that have not been correctly positioned or locked post installation or repair of a piece of equipment.
Part/Item Damaged	Where the outcome relates to a piece of equipment that was damaged inadvertently during its installation or repair.
System left in Unsafe Condition	Where any system has been left in an unsafe condition, including pressurised components/hydraulics/explosives etc, e.g. an electrical system left energised or live post component repair or installation activity.
Ground Operations -> Maintenance Activity Error -> Servicing	
A/C Component Condition/Serviceability	Where the outcome relates to the need to change the condition (usually to U/S) of a piece of equipment post an error in the conduct of scheduled maintenance or flight servicing.
Damage to Aircraft	The Air System suffered damage as a result of an error in a maintenance or flight servicing activity.
Jacking	Where the outcome relates to an error associated with the process of jacking an aircraft.

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Not carried out	Where the outcome relates to a scheduled maintenance or flight servicing activity that was not conducted. This may include elements of an activity.
Panels/Access Not Secure	Where the outcome relates to panels, fairings or cowlings that have not been correctly positioned or locked post conduct of scheduled maintenance or flight servicing activities.
Replenishment Error	Where the outcome relates to the replenishment of consumable fluids or gases that has not been conducted in accordance with the aircraft data set.
Safety Pins/Flags/Blanks	For example, when safety flags or orifice blanks have not been removed post a servicing or scheduled maintenance activity.
Tasking Error	For example, when an error has been made an either an incorrect task has been carried out or the correct task conducted, but on the wrong aircraft.
Ground Operations -> Oversight/Procedure Error -> Approval/Supervision	
Authorisation Error/Exceedance	When the outcome relates to a task being conducted in error, by personnel who are not qualified, authorised or 'in date for currency'.
Supervision Error	When the outcome relates to an error that was made as a result of a task being incorrectly supervised or a lack of supervision.
Ground Operations -> Oversight/Procedure Error -> Checklists/Procedures	
Incorrect Briefing/Outbrief/Debrief	Where the outcome relates to an issue in the execution of a brief using endorsed briefing checklists or procedures.
Not Followed	Where the outcome relates to an issue brought about through failing to follow an endorsed briefing checklist or procedure.
Procedure Incorrect	Where the outcome relates to the use of a checklist or procedure that contains errors or omisions.
Procedure Misapplied	Where the outcome relates to use of the wrong procedure for a given set of circumstances due to a knowledge or rule-based mistake.
Revision Management	Where an endorsed checklist/process exists and is used but has been superseded by a new version or is out of date for review.
Ground Operations -> Security Compromised -> Physical Security	
Security Compromised	Where the outcome relates to a break down in the required security barriers, this could be either physical or cyber.
Threat to Aircraft/Equipment	Where the outcome relates to a reduction in the level of physical, this may be perceived or actual.
Threat to Personnel	Where the outcome relates to a reduction in the level of physical, this may be perceived or actual.
Ground Operations -> Security Compromised -> Cyber	
Cyber Security Event	Where an attempt to gain access to an unauthorised system, regardless of intent or whether the attempt was successful, occurs.
Data Integrity; Poor / Missing	Where the accuracy and/or completeness of data capture has been compromised.
Incorrect Load	Where the load provision contains incorrect data.
Lack of / Incorrect Hardware	Where the preservation of data is compromised due to the lack of, or incorrect, machine, wiring, physical computer components or other electronic system.
Lack of / Incorrect Software	Where the preservation of data is compromised due to the lack of, or incorrect, program or other operating information.
Lack of / Incorrect training for system	Where the maintainer/user is unable to complete a task and assure that data integrity is not compromised due to unfamiliarity with the system in use.
Unable to Load	Where the ability to load data onto a system is inhibited due to Hardware or Software incompatibility.

DASOR FINDINGS TAXONOMY SYSTEM

Ground Operations -> Technical Fault -> Technical Fault	
Technical Fault	Failure of aircraft or airborne equipment correctly manufactured, maintained and operated which has caused or contributed to an occurrence.
Ground Operations -> Unsafe Aircraft Handling (Ground) -> Aircraft Loading	
Incorrect Configuration	Where the outcome relates to items or equipment that has been either loaded or secured in the incorrect pattern or order or orientation.
Loading/Off Loading Error	Where the outcome relates to the incorrect loading/unloading of items or equipment.
Weights/Measures Error	For example when an aircraft has been overloaded with correctly marked stores or equipment or an item has been incorrectly weighed or measured and this has led to an overloaded aircraft.
Ground Operations -> Unsafe Aircraft Handling (Ground) -> Aircraft Movements	
Marshalling Error	Where the outcome relates to an aircraft marshaller either giving the wrong signal, failing to give a signal or notice a signal being given.
Parking/Restraint/Hangarage Error	Where the outcome relates to an aircraft that has been incorrectly parked, stowed, secured or lashed down.
Safety Pins/Flags/Blanks	For example, a failure to fit or remove nosewheel castor lock pins or flags.
Towing Error	Where the outcome relates to a towing arm incorrectly fitted or a towing activity incorrectly conducted.
Ground Operations -> Vehicle/GSE/Tools/Equipment -> Ground Support Equipment/Vehicle	
Defective	Where the outcome relates to a U/S or broken piece of equipment e.g. tractor or huchin.
Handling	Where the outcome relates to the movement, driving or positioning of ground equipment or vehicles.
Husbandry/Storage	Where the outcome relates to the conduct of anti-deterioration maintenance (whilst in use or during a period of storage) of ground support equipment or vehicles.
Improper Use	Where the outcome relates to the use of Ground Support Equipment or vehicles in a manner for which they were neither designed or intended.
Maintenance Error	Where the outcome relates to the incorrect conduct and execution of Ground Support Equipment/vehicle scheduled/preventative maintenance or repairs.
Ground Operations -> Vehicle/GSE/Tools/Equipment -> Tools and Equipment	
Defective	Where the outcome relates to a U/S or broken tool or piece of test equipment.
Handling	Where the outcome relates to the use, control (by hand) of tools and test equipment. The way in which a tool or piece of equipment is used.
Husbandry/Storage	Where the outcome relates to the conduct of anti-deterioration maintenance (whilst in use or during a period of storage) of tools and test equipment.

Improper Use	Where the outcome relates to the use of a tool or piece of test equipment in a manner for which they were neither designed or intended.
Maintenance Error	Where the outcome relates to the incorrect conduct and execution of tool/test equipment scheduled/preventative maintenance or repairs.
Not controlled	Where the outcome relates to use of tools or test equipment outside of Tool Control procedures and principles.

CAUSE

Environmental -> Airborne Particulates	
Abrasion	The occurrence was caused by the process of scraping or wearing something away. E.g. Sand abrasion.
Accretion	The occurrence was caused by the gradual accumulation of additional layers or matter. E.g. Ice accretion.
Chemical Etching	The occurrence was caused by the chemical removal of surface material.
Visibility	The occurrence was caused by the presence of a substance e.g. dust that affected the ability to see or be seen.
Environmental -> Physical Environment	
Bird Activity	The occurrence was caused by the migratory transit or gathering of birds or overflight of nesting areas.
Contamination	The occurrence was caused by the pollution of a substance e.g. rain within a fuel container.
Immersion/Splash	The occurrence was caused by contact with water e.g. wave strike, water landing, fire hose, waterfall etc. excluding direct precipitation
Sea State	The occurrence was caused by the associated movement of the fightdeck/ship due to the sea's wave height, period or power.
Terrain	The occurrence was caused by the shape of the surrounding land, vegetation and buildings i.e. obstructions, gradient, surface and potential for airborne debris.
Wildlife Activity	The occurrence was caused by the migratory transit or gathering of wild animals or insects or interaction with /overflight of wild animals.
Environmental -> Weather	
Changing Weather	The occurrence was caused by an unexpected or unplanned for change in weather, or the rapidity of change.
Clear Air Turbulence	The occurrence was caused by the turbulent movement of air masses in the absence of any visual cues such as clouds
Cold	The occurrence was caused by a low temperature, cold weather or cold environment.
Crosswind	The occurrence was caused by a wind blowing across the direction of travel.
Hail	The occurrence was caused by operating in showers of frozen rain.
Heat	The occurrence was caused by operating in a hot/high temperature.
Humidity	The occurrence was caused by the amount of water vapour in the atmosphere.
Icing	The occurrence was caused by the formation of ice on the surface of the aircraft or system's/equipment's operating surface.
Lightning	The occurrence was caused by lightning flash, strike, or electrical disturbance/interface caused by an electrical storm.
Precipitation	The occurrence was caused by operating in rain, snow, sleet or hail.
Sink	The occurrence was caused by sinking air.
Space Weather	The occurrence was caused by the Space environmental conditions.
Tailwind	The occurrence was caused by a wind blowing in the direction of travel; a wind blowing from behind.
Thunderstorm	The occurrence was caused by operating in a thunderstorm not directly attributed to a single lightning strike event.
Turbulence	The occurrence was caused by operating in airflow characterised by chaotic property changes.

Visibility	The occurrence was caused by operating where the distance that can be seen as determined by light and weather conditions has had an effect (usually poor).
Wind	The occurrence was caused by the general wind strength or behaviour e.g. gusting (usually strong).
Wind shear	The occurrence was caused by a difference in wind speed and/or direction over a relatively short distance.
Human Factors Performance -> Action/Execution	
Cognitive Breakdown	The occurrence was caused by a person(s) lapse in perception, attention or memory.
Control/Handling	The occurrence was caused by a person(s) operation of equipment or aircraft.
F2FP - Following Incorrect Process/Procedure	The occurrence was caused by a person(s) adherence to a series of actions or steps that are incorrect.
F2FP - Inappropriate Process/Procedure	The process/procedure was inappropriate due to ambiguity, factual inaccuracies or poor wording and the outcome occurred as the procedure was not followed as intended.
F2FP - Intentional and Unauthorised Deviation From a Suitable Process Procedure	A suitable process/procedure was available; however, it was intentionally deviated from without appropriate authority.
F2FP - Undetermined Deviation From Suitable Process/Procedure	It is not possible to determine, with certainty, the reasons behind deviations from procedure.
F2FP - Unintentional Deviation From Suitable Process/Procedure	A suitable process/procedure was being followed but executed incorrectly.
Human Fatigue	Where Human Fatigue was the cause for taking a particular action or execution of task which resulted in an occurrence.
Operation/Use	The occurrence was caused by a person(s) employing or using an item, system or equipment.
Other	The occurrence was caused by a person(s) or any activity that is not specified within the Level 3 Taxonomy.
Previous synthetic action/decision	Where a previous action made in the simulator triggered an error in the air.
Human Factors Performance -> Cause Undetermined	
Cause Undetermined	The occurrence was caused by a person(s) but the detail is unknown and it cannot be determined due to a lack of evidence.
Human Factors Performance -> Decision - Hazard Plan/Mitigation	
Option/Decision Process	The occurrence was caused by a person(s) conclusion or resolution after consideration, with regard to the hazards and/or mitigation of a specific course of action, e.g. Dynamic assessment or judgement.
Human Factors Performance -> Perception - Situational Awareness	
Hazard Assessment	The occurrence was caused by a person(s) belief (and level of knowledge) that the risks associated with the hazards were acceptable.
Hazard Awareness	The occurrence was caused by a person(s) belief (and level of knowledge) that the hazards were known.
Non-Service Control -> Non-Service Control	
Non-Service Control	The occurrence was caused by 3rd Party actions outside of the influence of the MoD.
Technical -> Design/Manufacture	
Faults/Flaws	The occurrence was caused by a defect, imperfection or blemish that was generated during the equipment or system(s) design/manufacture stage.
Material Spec	The occurrence was caused by the use of material that is outside of the documented requirements during the design or manufacture stage or the original design specification was incorrectly determined.

Not Fit For Purpose/Unsatisfactory Equipment	The occurrence was caused by the use of a sub-standard or inadequately designed or manufactured system, item or piece of equipment.
Technical -> Fault Not Positively Determined	
Fault Not Positively Determined	The occurrence was caused by a technical fault that cannot be recreated or where a fault exists but cannot be found due to a lack of evidence.
Technical -> Operation/Performance	
Bird Strike	The occurrence was caused by a Birdstrike damaging a technical component.
Design limit	The occurrence was caused by operation or use outside of the specified maximum parameters for the item, system or piece of equipment.
Failed to Function as Designed	The occurrence was caused by a fault within the part, component or software but no other information is known.
Wear and Tear	The occurrence was caused by the degradation of equipment or components through usage over time.
Wildlife Strike	The occurrence was caused by a Wildlife Strike damaging a technical component
Worked Loose/Disconnected	The occurrence was caused by the detachment (including partial or loss of torque) of a join/union between a component(s) during its use.
Unfriendly/Hostile Action -> Unfriendly/Hostile Action	
Unfriendly/Hostile Action	The occurrence was caused by: Hostile- the activity of a military enemy or combative force. Or Unfriendly - the activity of an external actor that affects the safe operation of the aircraft or equipment, e.g. directing a laser at an aircraft.

CAUSAL FACTOR

Environmental Factors -> Natural Environment	
Airborne Particulates	Airborne particulates with the potential to cause effects other than reduced visibility e.g. volcanic ash or sand.
Bird Activity	Relating to the migratory transit or gathering of birds or overflight of nesting areas.
Changing Weather	Unexpected or unplanned for changes in weather, or rapidity of change affecting task
Clear Air Turbulence	Clear-air turbulence (CAT) is the turbulent movement of air masses in the absence of any visual cues such as clouds
Cloud	Where the presence or density of cloud formations has had an effect.
Cold	Where the suitable or systems or kit to operate in a cold climate has impacted the task or mission.
Crosswind	A wind blowing across the direction of travel
Hail	Where operating in showers of frozen rain has had an effect on personnel, systems, mission or task.
Heat	Where operations in a hot/high temperature has had an effect on personnel, systems, mission or task.
Humidity	Where the amount of water vapour in the atmosphere has had an effect on personnel, systems, mission or task.
Immersion/Splash	Contact with water e.g. wave strike, water landing, fire hose, waterfall etc. excluding direct precipitation
Light Levels	The amount of light available (and suitability of) available to complete the mission or task
Lightning	Lightning flash, strike, or electrical disturbance/interface caused by an electrical storm
Precipitation	The effect of rain, snow, sleet or hail has impacted on the task, mission, personnel or equipment.
Sea State	The effect on a work or operating environment due to wave height, period or power.
Sink	Where the presence of sinking air has had an effect.
Space Weather	Where the nature of the Space environmental conditions had an effect on personnel, systems, mission or task.
Tailwind	A wind blowing in the direction of travel of a vehicle or aircraft; a wind blowing from behind.
Terrain	The shape or features of the surrounding land and/or vegetation i.e. obstructions, gradient, surface and potential for airborne debris.

Thunderstorm	Any effects from a storm with thunder and lightning typically also heavy rain or hail. Effects should not directly be attributed to a single lightning strike event.
Turbulence	Airflow characterised by chaotic property changes.
Visibility	Where the distance that can be seen as determined by light and weather conditions has had an effect on personnel, systems, mission or task.
Wildlife Activity	All wildlife including domestic animals other than birds (note: this is covered by bird activity) e.g. horses, rodents, swarms of insects
Wind	The effect of the perceptible natural movement of the air, especially in the form of a current of air blowing from a particular direction, on personnel, systems, mission or task.
Wind shear	The effect of a variation in wind velocity occurring along a direction at right angles to the wind's direction and tending to exert a turning force, on personnel, systems, mission or task.
Environmental Factors -> Workspace	
Air Pressure	The effect of air pressure within the immediate working environment, e.g. Cockpit or hangar.
Configuration/Layout	The impact of the layout of a system or equipment within a workspace, e.g. buttons/switches too close together.
Ergonomics	The impact to a person's ability to conduct tasks efficiently within their working environment e.g. within a Hangar or cockpit.
Life Support	The impact of specialized equipment to maintain essential physical functions, e.g. within a cockpit, hangar, ATC tower or ship.
Lighting	The effect of the arrangement or suitability of lighting within a working environment, e.g. cockpit, hangar, ATC tower or ship.
Manoeuvring Forces in Flight	Where the momentum generated by aircraft manoeuvres has an effect on personnel, systems, equipment, task or mission.
Manoeuvring Forces on Ship	Where the momentum generated by a ships manoeuvres has an effect on personnel, systems, equipment, task or mission.
Noise	Where the sound generated within a workplace (especially one that is load or unpleasant) has an effect on personnel, systems, equipment, task or mission.
Safety	Where the workspace e.g. cockpit or hangar, has affected the condition of being protected from danger, risk or injury.
Signs/Markings	Where workplace signage or markings are ineffective or incorrect (including position) and has an impact on the event.
Temperature	Where the temperature (either hot or cold) within a workspace has a direct effect on personnel, equipment, system, task or mission.
Ventilation	Where the ventilation (most likely inadequate but can be too much) within a workspace has a direct effect on personnel, equipment, system, task or mission.
Vibration	Where the vibration felt by a person, persons, equipment or system, that is generated by the aircraft, ship or vehicle and has an effect.
Visibility	Where the ability to see or be seen is affected by the workspace the task or mission is being conducted in.
Individual Factors -> Competence	
Experience	Where the amount of knowledge or skill acquired over a period of time and exposure to very similar tasks has had an impact on the event. This could also refer to a lack of experience.
Knowledge	Where an understanding of the activity/task/process and any implications or common hazards; as well the theoretical or practical knowledge of a subject has had an impact on the event. This could also refer to a lack of knowledge.

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Skills	Where the ability to do something or demonstrate effective practised performance of the activity/task/process has had an impact on the event. This could also refer to a lack of skill.
Individual Factors -> Performance	
Actions/Execution	Where the process of carrying out a plan, order or task is impacted by the performance of the individual.
Compliance	The effect of a person complying with or meeting Regulation or standards. This could also refer to a lack of compliance.
Decision Making Process	The series of actions or steps taken in order to achieve a particular task or mission. This could also reflect a poor decision-making process.
Distraction	Where a person's ability to conduct or concentrate on a task or mission is interrupted or prevented by something else.
Hazard Awareness/Perception	Where a person's knowledge of the hazard or beliefs associated with it have a direct link to the event being reported.
Human Fatigue	Where Human Fatigue was a causal factor when taking a particular course of action or execution of task which resulted in an occurrence.
Perceived Pressure/Stress	Where a state of mental or emotional strain or tension is experienced as a result of adverse or demanding circumstances.
Performance	The effect of a person's ability to successfully complete a task or mission.
Task Fixation	When an individual concentrates solely on a task or mission and loses awareness of surroundings or wider relevant activity.
Workload	Relates to the number of tasks or actions being undertaken by an individual. Note: determining whether this is too high or low is subjective and can only be accurately determined by the individual concerned.
Individual Factors -> Precondition	
Emotional State	Emotional health issues are subject to confidentiality and the Data Protection Act. Where an individual's emotional health (be it poor or otherwise) may have played a part, advice should be sought on what should be recorded on the DASOR.
Health	Health issues are subject to confidentiality and the Data Protection Act. Where an individual's health (be it poor or otherwise) may have played a part, advice should be sought on what should be recorded on the DASOR.
Learned Behaviours	Where actions follow behaviours learned in the synthetic environment, or on a different aircraft type
Mental Capacity	An individual's ability to cope with the level of concurrent, or speed of change of, activity/information processing.
Physical Capability	An individual's capacity to undertake the physical tasks required e.g. strength or speed
Physical Characteristics	A feature or quality associated with an individual, e.g. height, weight etc.
Sensory Ability	This is a more subjective and limited assessment on the ability by which the body perceives and external stimulus, i.e. to see, hear, smell, sense/feel etc, e.g. the potential indicators of a problem.
Non Identified -> Non Identified	
Non Identified	Not positively determined.
Non-Service Control -> Non-Service Control	
Non-Service Control	Where an event has occurred that is outside of the ability of the Service to influence. Usually used when a non-MOD Organisation has influenced the event being reported.
Organisation Factors -> Acquisition/Provision	
Equipment	Equipment is either available and not provisioned or is provisioned but not yet in Service.
Finance	Funding availability to progress recommendations or undertake actions e.g. work or training. This may include a lack of.
IT	Any issues associated with supporting Information Technology, i.e. hardware, software and connectivity. This does not include IT integrated on/within platforms

Infrastructure	This relates to the procurement (either in progress or a lack of) of the basic physical and organizational structures and facilities e.g. buildings, roads, power supplies and airfield facilities.
Logistics	The activity of organising and transporting equipment. Primarily used when a piece of equipment relevant to the event is not available or in course of supply.
Personnel	Where (usually a lack of) personnel of the correct specialisation or level of SQEP has a direct link to the event being reported.
Training	Where the level of training provided or sourced is not suitable (usually inadequate) for the task or mission being completed.
Organisation Factors -> Communication	
Between Organisations on task	E.g. between a Unit and Project Team relating to a specific system or piece of equipment.
Others affected by task or outcome	The imparting or exchanging of information by speaking, writing, or using some other medium with personnel not directly involved with the execution of the task. This may include agencies outside of the MOD.
Within Organisations on task	The imparting or exchanging of information by speaking, writing, or using some other medium with personnel directly involved with the execution of the task within a unit, Station, ship or ADH.
Organisation Factors -> Culture	
Commercial	This is intended to capture the safety culture within a non-military organisation i.e. industry perhaps putting profit ahead of safety.
Leadership	Relates to the lack of commitment to the promotion of an engaged air safety culture from the person(s) who lead or commands a unit, station, ship or ADH including provision of appropriate training, empowerment and responsibility.
Operational	The increased risk due to extenuating circumstances caused by the need to achieve operational tasking, outside of the normal air safety envelope.
Safety	Relates to the enduring values and attitudes, regarding Air Safety issues, shared by every member, at every level of an organisation.
Organisation Factors -> Information	
Aeronautical	This refers to the promulgation and production of Air specific information such as NOTAMS or (for example) that which is produced by No 1 AIDU.
Geographical	This refers to the promulgation and production of information relating to the physical features of an area e.g. Maps.
Marine	This refers to the production and promulgation of Marine information e.g. Admiralty Notices and charts.
Organisation Factors -> Management	
Change	Where the management of a change initiative has an effect.
Program	Where the management of a specific programme has a direct effect.
Safety/Risk	Where Safety or Risk management has a direct effect.
Structure	Where there has been a significant change of management, Organizational Structure or alteration in the Air Safety Management System, or where the existing structure has weaknesses that have an effect.
Organisation Factors -> Policy/Doctrine	
Doctrine	Taught beliefs - the fundamental principles explaining why we do what we do and who we are i.e. our Raison D'être. Formally: AJP-01, AJP-3, ATP Series, BR1806, Fighting Instructions, FOTI and JDPs.
Policy	An inadequate course or principle of action (non-regulatory policy) that has been adopted by an Organisiation and had an effect.
Requirement	Use of equipment, systems or services outside of the requirement set for which it was originally intended.

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Organisation Factors -> Regulation/Oversight	
Assurance	Regulator Assurance activity including audits.
Documents	A lack of or inadequate regulation, process or procedure which had an effect.
Guidance	A lack of, or inadequate AMC/verbal/written guidance provided by the Regulator e.g. MAA, CAA, HSE that has had an effect.
Regulation	A rule or directive made and maintained by the Regulator, e.g. MAA, CAA, HSE that has had an effect.
Team/Task Factors -> Communication	
Between teams on task	Weak or lack of exchanging of information by speaking, writing, or using some other medium, between different teams directly involved in the task, e.g. between an aircraft and airfield.
Others affected by task or outcome	Weak or lack of exchanging of information by speaking, writing, or using some other medium, between personnel directly involved in the task and others affected by the outcome of the task, e.g. production of NOTAMS etc.
Within team on task	Weak or lack of exchanging information by speaking, writing, or using some other medium, between personnel directly involved in the task, e.g. crew briefing or maintenance team briefs.
Team/Task Factors -> Culture	
Leadership	Where the understanding of leaders or a superior's direction has had an impact.
Normal Practice	Where the process has been accepted as the default but not necessarily mandated, documented or confirmed to be suitable.
OpsTempo	Where the rhythm of Operational Tasks or requirement has directly impacted.
Workload	To capture (potentially excessive) under or over working of personnel
Team/Task Factors -> Management	
Change	Where newly introduced or transitionary changes to systems, equipment or roles has had an effect.
Resources/CRM	Assignment of resource, including equipment, SQEP, Compatibility, Suitability etc to tasks
Safety/Risk	Relates to the accepted appetite or awareness of risk and safety considerations.
Structure	Relates to the suitability of an organisational structure or composition of a section or unit, including gapping.
Team/Task Factors -> Planning	
Aims/Expectations	Were task or mission objectives safe and realistic?
Coordination/Deconfliction	Sufficient awareness and consideration given to other units, assets or personnel.
Information	Relates to the gathering of sufficient data to produce an informed picture.
Team Composition	Involvement of different specialisations or experience/awareness of personnel.
Team/Task Factors -> Process/Task	
Change	Impact of a newly introduced or unfamiliar process.
Clarity	The requirement for, or information relating to the task/mission is ambiguous or not clear.
Complexity/Difficulty	The task or mission is beyond the normal capabilities or the personnel or system involved, or the task or mission is overly intricate or complicated.
Irregular Activity	The task or mission is carried out rarely and is unfamiliar to the personnel involved.
Procedures	Usually used when the procedures relating to the task or mission are insufficient, not available or incorrect.
Regular/Repetitive Activity	This relates to an activity that is carried out frequently (often relatively simple), where the familiarity or cognitive thought associated with the task is a factor in the event.
Team/Task Factors -> Provision	

Equipment	Usually applied when either an insufficient number of items are available to complete a task or mission, or that the equipment available is not suitable.
Finance	Used when the finances available to provide, personnel, services systems or equipment have a link to the event.
IT	Usually applied when the availability or suitability of IT Services, equipment or software, including a lack of connectivity, have an impact on the occurrence being reported.
Personnel	Relates to the availability of SQEP/competent personnel to complete a task or mission, e.g. gapping.
Training	When the training available is either insufficient or sub-standard and directly relates to the event taking place.
Team/Task Factors -> Regulation	
Assurance	The impact of the mandated requirement to make a positive declaration that a task or mission is completed correctly.
Authorisation	The impact of the mandated requirement for specific permission to be granted to a task or mission.
Currency/Proficiency	The impact of the mandated requirement for a specified level of skill, expertise or exposure within a given period, on a task or mission.
Documents/Orders	The impact of mandated and prescribed direction or procedures on a task or mission.
Guidance	The impact of regulatory guidance or advice on a task or mission.
Supervision	The impact of the mandated requirement for specified personnel to observe and direct the execution of a task or mission.
Technical Factors -> Aircraft	
Access/Egress	Ease of entering or leaving the Aircraft due to layout, size or shape of the aircraft.
Assembly	The action of fitting together the component parts of a machine or other object.
Configuration	The arrangement of parts or elements in a particular form or combination, e.g. Aircraft set up for dual control
Ergonomics	Relates to physical aspects of the environment and the efficiency with which it is employed, in this case specifically the layout and level of comfort of the immediate workspace with a near static operator e.g. seated in pilot's seat or using a particular tool.
Function	Normal function, failure of a function or lack of a function.
Identification	Relates to the identifiability of items within the aircraft such as switches and the aircraft itself such as navigation lights, colour schemes and form.
Layout/Space	General layout of the workspace e.g. position of equipment or components within a cockpit.
Manufacture	Where the quality, integrity and airworthiness of the aircraft from when it was initially assembled and accepted to service has had an effect.
Normal Wear and Tear	The accepted degradation of aircraft equipment or components through normal usage over time.
Performance	A measure of the ability of the aircraft to achieve its designed flight envelope or that of equipment fitted to achieve their intended function
Sensory Feedback	The degree of awareness provided to operators so they may monitor the consequence of actions.
Technical Factors -> Equipment/Tools	
Access/Egress	Refers to the ability to gain access to a component within a bay or compartment, or use tooling within an area to conduct maintenance, e.g. an occurrence caused by a lack of access resulting in a inability to secure an item in place.
Assembly	Where the assembly (or incorrect assembly) of a component or tool has led to the occurrence.
Configuration	Used when the arrangement of parts in a particular form, figure or configuration has had an effect.
Ergonomics	This refers to the efficient usage of the subject tools or equipment, e.g. it is possible to use but involves considerable effort.

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Function	Relates to the impact of an item to be used as intended by design.
Identification	Normally used when an item has been or can easily be mistaken for another item that does not perform the same function.
Layout/Space	General arrangement of a tool or a components part's where their location is linked to the occurrence.
Manufacture	Where the items are of the correct design but are assembled or created (usually) incorrectly.
Normal Wear and Tear	The accepted degradation of equipment or components through normal usage over time.
Performance	A measure of the ability of the item to achieve its function as designed.
Sensory Feedback	The degree of awareness provided to an equipment or tool user, so they may monitor the consequence of actions.