RA 1410 – Occurrence Reporting

Rationale

Accurate and timely occurrence reporting and effective investigation is fundamental to identifying Air Safety risks and delivering effective mitigation.

Contents

1410(1): Occurrence Reporting and Investigation
1410(2): Withdrawn – Content incorporated in RA 1410(1)

Regulation

1410(1)

Occurrence Reporting and Investigation

1410(1) Aviation Duty Holders (DH), Accountable Managers (AM), Heads of Establishment (HoE), and Commanders within Duty Holder-Facing organizations (Cdrs within DH-facing orgs) shall ensure that all Air Safety reportable occurrences are reported, managed and appropriate action taken.

Acceptable Means of Compliance

1410(1)

Occurrence Reporting and Investigation

1. Aviation DH, AM, HoE and Cdrs within DH-facing orgs should ensure that all Air Safety reportable occurrences are reported, investigated, and the results recorded using Air Safety Information Management System (ASIMS) as the primary management tool.

2. Aviation DH, AM, HoE and Cdrs within DH-facing orgs should ensure that an ASIMS Occurrence Reporting Structure is maintained and managed.

Guidance Material

1410(1)

Occurrence Reporting and Investigation

3. Air Safety Occurrences fall into one of 3 types: accidents, incidents or hazard observations. All Air Safety Occurrences and failures of safety controls (including those that originate in areas such as logistics, infrastructure and other support) must be reported and investigated to a suitable depth in order that causes are understood and lessons identified, promulgated and appropriate action taken.

4. Timely and accurate occurrence reporting is required across Defence Aviation to: notify all relevant agencies of actual and potential hazards; identify causal factors; initiate further investigation where appropriate; and enable data capture and analysis.

5. Reporting Types. There are 4 main occurrence report types:

   a. Initial Report. An Initial Report must be raised following any accident or any serious or sensitive incident. It is essential that Initial Reports are completed as soon as possible so that MOD staff can alert key personnel who will need to take action. The format for an Initial report is at Annex B. The report must be updated as more information becomes available.

   b. Significant Occurrence Notifications (SON). A SON must be raised by the relevant Operating Duty Holder (ODH), AM, Project Team (PT)/Type Airworthiness Authority (TAA) or unit as appropriate, in order to bring noteworthy occurrences to the attention of Director General Defence Safety Authority (DG DSA).

---

1 Those accountable managers within any of: DH-Facing organizations; Contractor Flying Approved Organization Scheme; Maintenance Approved Organization Scheme; or Design Approved Organization Scheme.

2 A quick reference guide is at Annex A.
SONs may include, but are not limited to, those occurrences where an accident has or could have occurred, or which could be deemed sensitive (eg VIP involved; possible societal, media or ministerial interest). Occasions requiring a SON are summarised at Annex A. SON follow up action, such as a return to flying, will be recorded within the associated DASOR, or where there is no DASOR by separate notification to original addressees.

c. **Defence Air Safety Occurrence Report (DASOR).** All occurrences (including those described in an Initial Report or a SON) must be reported and distributed using a DASOR submitted via ASIMS. Other documents may be referenced where either classification or sensitivity markings are inappropriate for transmission via ASIMS.

d. **Error Management System (EMS) Report Form.** An alternative unit level method for the initial reporting of hazard observations is through an EMS Report Form as part of the Defence Aviation Error Management System (DAEMS). All Air Safety related EMS reports must be subsequently transferred to a DASOR, commensurate with confidentiality and security marking.

6. **Reporting Procedures.** Air Safety reporting procedures including required timelines will be in accordance with Annex A.

**ASIMS**

7. Instructions on using ASIMS and a detailed user guide can be accessed at [https://www.asims.r.mil.uk/](https://www.asims.r.mil.uk/). Pertinent points are as follows:

   a. DASOR information transmitted via ASIMS must be classified no higher than official.

   b. DASOR timelines are at Annex A.

   c. Where additional reports such as MOD F760 or F765 are raised, these must be attached or linked to the originating DASOR. A copy of the DASOR must be attached to all MOD F760/765 raised as a result of the occurrence.

   d. Aviation DH and Accountable Managers (Military Flying) (AM(MF)) are responsible for assuring the quality of their reports.

   e. DASORs must be distributed to all areas, such as other Aviation DH, AM or DH-facing orgs that may be affected or provide/gain benefit through awareness.

   f. All losses attributable to enemy action must be reported appropriately via a DASOR.

8. **Follow Up Reporting.** Due to their use as a single reference source, DASORs must be completed as fully and as accurately as possible. As new information is obtained, Occurrence Managers, or those requested to provide additional evidence, must update DASORs accordingly and notes made to that effect in the Comments section.

9. TAAs and Commodity PT Leaders (PTL) must ensure that all DASORs relating to their platform or equipment type(s) are routinely reviewed, assessed for safety and/or airworthiness impact with appropriate activity undertaken by individuals who are SQEP. This activity could include, but is not limited to, actions against the hazard log and equipment safety assessment. TAA and Commodity PTL must ensure that a brief summary of activity relating to each DASOR is added in a timely manner to inform and support the relevant investigation; this summary must also include the attachment of any Special Instructions (Technical) raised, references to airworthiness management tools (eg RESOLVE), and other supporting documentation as required.

10. **Specialist Reporting Forms.** These will be selected for the following occurrences:

---

3 Information marked official-sensitive cannot be transmitted via ASIMS.

4 Cognisant of classification and sensitivity.
a. **Airprox Form.** An Airprox form is to be raised by the aircraft commander whenever an Airprox is deemed to have occurred.

b. **Bird Strike Form.** All wildlife strikes (including bird strikes) must be recorded using this form whether or not the pilot was aware of the strike at the time and irrespective of whether any airframe damage was sustained. Bird remains must be identified locally or with use of a specialist bird remains identification organization.

c. **Air Traffic Management (ATM) Occurrence Form.** Personnel involved with ATM, Aerospace Battle Management, and Air Land Integration must use this form to report ATM occurrences.

d. **MALDROP Form.** This form must be raised as follows:

   (1) The aircraft commander is responsible for raising a MALDROP (including Hazard /Observation) if this occurs while the materiel load is still within the aircraft or on the point of dispatch.

   (2) Where the controller of the Drop Zone (DZ) in which materiel and/or personnel is being delivered is the Drop Zone Safety Officer (DZSO) or the Aerial Delivery Non-Commissioned Officer (ADNCO), that individual is responsible for raising a MALDROP and preserving any evidence.

   (3) In all other cases, when service persons control DZs for the purpose of receiving re-supply of materiel, the senior person present is responsible for raising notification of a MALDROP through their respective chain of command.

e. **Parachuting Form.** The responsibility for reporting parachute occurrences normally rests with the DZSO controlling the DZ on which the occurrence occurs. However, on those occasions when a Parachute Malfunction Party (PMP) has been activated in support of a major airborne exercise, then Officer Commanding (OC) PMP will assume reporting responsibility.

11. **Serious Faults with Aircraft or Equipment.** Aviation DH and AM must ensure that Serious Faults are reported in accordance with RA4814 – Occurrence Reporting (MRP 145.A.60). The senior engineer of the unit involved must ensure that the Serious Fault fields are completed in the technical section of the DASOR.

12. **Significant Engineering Serious Occurrence Report (SESOR).** A SESOR is a supplementary functionality within a DASOR to communicate awareness of a potential air safety equipment hazard between DE&S PTs. This supports the DE&S Safety and Environmental Protection Leaflet. Further information can be found in the COM(Air) Policy Instruction SN-2015/04.

13. **Civil Aviation Authority (CAA) Mandatory Occurrence Reports (MOR).** Any occurrence involving civil aircraft or agencies must be reported as a DASOR and distributed to the CAA as an MOR in accordance with the ASIMS User Guide (the CAA MOR scheme is detailed in CAP 382). Any MOR received which may affect military regulated personnel must be attached to a supporting DASOR.

14. **Reversionary Methods of Reporting.** Where personnel do not have access to the MOD Intranet, DASOR information (or updates) must be submitted to the appropriate Home Unit or Command Flight Safety Organization by hard or soft copy pdf, telecom relay or EMS Form (pdf copies of the DASOR and all other specialist reports are available through the MAA website).

15. **Reporting Structures.** ASIMS role groups must be populated by SQEP, and details submitted to the ASIMS Helpdesk. Guidance is provided in the ASIMS User Guide.
Guidance Material 1410(1)

Reporting of Occurrences Involving Other Nations

16. Significant occurrences involving other nations’ military aircraft which occur in the UK FIR or in UK overseas territories, or are under the control of or hosted by a UK Service unit or Contractor Flying Organization, must be reported via a SON.

17. Where an occurrence, significant or otherwise, takes place under the control of or hosted by a UK Service unit or Contractor Flying Organization a DASOR must also be raised by the controllers or hosts respectively.

Confidential Reporting

18. General. There may be occasions where an individual may not wish to raise an issue with their immediate superior or colleagues through the DASOR reporting system. In this circumstance reports may be raised through the pan-Defence confidential reporting scheme directly to an appropriate sponsor.

19. Defence Confidential Occurrence Report Scheme (DCORS). The DCORS aims to encourage the reporting of such incidents directly to the appropriate Command Flight Safety Officer (CFSO) or MOD equivalent for MOD civilians and MOD contracted personnel. If desired, the author’s anonymity is guaranteed and names will only be released with appropriate consent. Reports submitted anonymously will still be staffed, but they are less likely to be concluded satisfactorily. Those reports that do include the author’s details enable the recipient to seek further detail/clarification, if needed, and allow feedback.

20. Procedure. The DCORS procedure is as follows:

a. Forms. The DCORS form is available on the MAA website. Forms may be submitted in a plain envelope addressed to the appropriate sponsor:

(1) RN Personnel:  
PERSONAL FOR:  
Officer in Charge  
RNFSC  
RNAS Yeovilton  
Ilchester  
BA22 8HT

(2) Army Personnel:  
PERSONAL FOR:  
SO1 Standards  
Army Avn Standards, JHC  
Middle Wallop  
Stockbridge  
SO20 8DY

(3) RAF Personnel:  
PERSONAL FOR:  
Head – RAF Safety Centre  
RAF Safety Centre  
Lancaster Block  
HQ Air Command  
RAF High Wycombe  
HP14 4UE

(4) MOD Civilians and All MOD Contracted Civilian Personnel:  
PERSONAL FOR:  
MAA-AP-KE1 (SO1)  
# 5102  
Juniper Bldg, Level 1  
MOD Abbey Wood  
Bristol  
BS34 8QW

---

5 For the avoidance of doubt paras 16 and 17 apply to non UK-military registered aircraft.
6 For the avoidance of doubt this includes Sovereign Base Areas.
b. **Progression.** Only the individual to whom it is addressed may open the letter. The MAA or the relevant CFSO must reply to the originator with a full progress report.

c. **Publication of DCORS.** Information from DCORs may be published for educational purposes; however, CFSOs must maintain confidentiality. If, for any reason, an originator feels that a report may not be used for any subsequent publicity this must be explicitly stated.

d. **Forms Supply.** Delivery Duty Holders and CFSOs must ensure that a supply of DCORS forms is readily available.

**Investigations**

21. All Air Safety Occurrences must be investigated. The aim of the investigation is to determine what happened, why it happened and provide recommendations to prevent recurrence. There are three main types of investigation:

   a. **Service Inquiries (SI).** When mandated by law or policy, or where DG DSA deems appropriate, DG DSA will convene a SI in accordance with The Armed Forces (Service Inquiry) Regulations 2008 (and RA 1420). Should DG DSA consider that a SI is not required, he may direct that a Non-Statutory Inquiry (NSI) be conducted by the relevant authority (such as the ADH).

   b. **Occurrence Safety Investigation (OSI).** An OSI is a non-statutory and flexible investigation that provides a standard Defence investigation format within ASIMS that can be used to record an investigation into any Air Safety Occurrence. An OSI also provides additional levels of scrutiny through the Occurrence Review Group (ORG).

   c. **Local Occurrence Investigation.** For occurrences that do not require an SI or OSI, investigation may be tailored by the local Occurrence Manager to suit the nature of the occurrence.

22. **Investigation Support.** The Military Aircraft Accident Investigation Branch (MiAAIB) will support the SI, and can also provide advice and assistance to the NSI.

23. **Recommendations.** Recommendations provide a mechanism for managed change within the Air Safety environment based on the conclusions from investigations. As such, they must have a clear and justifiable purpose and a reasonable timescale for implementation. Recommendations can be used to address particular causal factor issues or wider preventative/corrective/mitigating action. All recommendations arising from the investigation must be recorded on ASIMS with any actions taken corroborated with an auditable record of supporting evidence. There are specific requirement with regard to recommendations arising out of SIs (see RA 1420 – Service Inquiries – Convening Authority).

**Airprox Reporting**

24. **Pilot Initial Radio Telephony (RT) Report.**

   a. An initial RT report, prefixed ‘Airprox’, must be transmitted to the controlling Air Traffic Service Unit (ATSU) or;

   b. If not in receipt of such a service, to the nearest appropriate ATSU or;

   c. If it is not possible to make an initial report by RT, it must be made expeditiously to an appropriate ATSU as soon as possible after landing.

25. **On landing.** A DASOR, containing full details of the incident, must be submitted.

26. **Notification via Other Party.** An aircraft commander who is advised that they have been involved in an Airprox, irrespective of whether or not they were aware of the occurrence or considered that it constituted an Airprox, must submit a DASOR.

27. **Other Nations’ Aircraft.** For an Airprox involving other nations’ military aircraft

---

7 Service Inquiries are statutory inquiries, in that they are governed by statute – The Armed Forces (Service Inquiries) Regulations 2008. Any investigations below a Service Inquiry – such as an Occurrence Safety Investigation or Local Occurrence Investigation – are often called “Non-Statutory Inquiries” (NSI).
which are under the control of or hosted by a UK Service unit or Contractor Flying
Organization a DASOR must be submitted by the controllers or hosts respectively.

28. **ATSU Report and Actions.** ATSU Airprox reporting and responses to reported
Airprox must be completed using a DASOR. Appropriate preservation of ATC data
must be undertaken iaw the Air Navigation Order (ANO) and CAP 670.

29. **LATCC (Mil) Radar Analysis Cell (RAC) Actions.** For Airprox in UK Airspace
only, LATCC (Mil) RAC will attempt to identify the reported aircraft either military or
civil. The UK Airprox Board (UKAB) will guide LATCC (Mil) RAC on the nature and
extent of action required and advise when tracing action may be terminated.

30. **Investigation.** Aviation DH and AM(MF) must ensure that any Airprox involving
their air systems are investigated. Results of investigations must be placed on a
DASOR and linked to any other report pertinent to that Airprox.

31. **Follow-up Action.** Airprox within UK and delegated airspace will be assessed
by the UKAB. If Director UKAB forwards safety recommendations to the MAA, Front
Line Commands or other operators, he must be informed when follow-up actions are
complete.

Annexes:

Annex A: Air Safety Occurrences Reporting Quick Reference
Annex B: Format – Initial Report
Annex C: Guide to Reportable Occurrences

**Regulation 1410(2)  
Assurance Of Reporting Structures**

1410(2) Withdrawn – Content incorporated in RA 1410(1).

**Acceptable Means of Compliance 1410(2)  
Assurance Of Reporting Structures**

32. Withdrawn – Content incorporated in RA 1410(1).

**Guidance Material 1410(2)  
Assurance Of Reporting Structures**

33. Withdrawn – Content incorporated in RA 1410(1).
## ANNEX A
AIR SAFETY OCCURRENCES REPORTING QUICK REFERENCE GUIDE

<table>
<thead>
<tr>
<th>EMS Report Form</th>
<th>DASOR Occurrence Types</th>
<th>Initial Report (to DCDS DO/PJHQ DOC)</th>
<th>SON (Significant Occurrence Notification)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accident</strong> in accordance with MAA 02</td>
<td></td>
<td>✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td><strong>Incident</strong> in accordance with MAA 02</td>
<td></td>
<td>✓</td>
<td>As required As required</td>
</tr>
<tr>
<td><strong>Sensitive</strong> (Air Safety) (VIP involved, possible societal, media or ministerial interest)</td>
<td></td>
<td></td>
<td>Recorded on originating DASOR ✓ ✓</td>
</tr>
<tr>
<td><strong>Air Safety risk exposure was high</strong> i.e. ‘something happened’ (irrespective of a bad outcome)</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td><strong>A potentially serious Air Safety risk may exist</strong></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td><strong>Suspension or Restriction.</strong> An Air Safety occurrence that has led to, or may lead to, the suspension of flying operations or a significant restriction being imposed such as an ‘op pause’.</td>
<td></td>
<td></td>
<td>Recorded on originating DASOR ✓ ✓</td>
</tr>
<tr>
<td><strong>Non-UK NATO aircraft in the UK.</strong> On notification of an accident or serious occurrence involving a non-UK NATO aircraft in the UK</td>
<td></td>
<td>✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td><strong>Damage to commercial and/or public property</strong></td>
<td></td>
<td>✓ ✓</td>
<td></td>
</tr>
<tr>
<td><strong>Air Safety was not compromised</strong> i.e. ‘nothing happened, but the potential for an Air Safety event to happen was recognized’</td>
<td></td>
<td>✓ ✓</td>
<td></td>
</tr>
<tr>
<td><strong>To be reported within:</strong> (working days, unless otherwise specified)</td>
<td>2 days</td>
<td>2 days 2 days (24hrs for Airprox) 24 hrs</td>
<td>ASAP (&lt;1hrs) ASAP (&lt;8hrs)</td>
</tr>
</tbody>
</table>
Guidance

Where occurrences lie across category boundaries or where ‘As required’ is indicated, judgement may be used (within the spirit of an open and honest Reporting Culture) to identify the most appropriate method of reporting the event.

**DASOR Reporting Timeline.** DASOR reporting timelines refer to the submission and initial distribution of the report from the Occurrence Manager.

**RPAS.** For RPAS accidents and incidents see also RA1600(7).

**Initial Reports.** Where required, for occurrences not in an Operational Theatre the Initial Report must be made to the MOD Deputy Chief of Defence Staff Duty Officer (DCDSDO) on 9621 88938 or 030 6788 8938, and for occurrences in an Operational Theatre the Initial Report must be made to the Permanent Joint HQ Duty Ops Controller (PJHQ DOC) on 9360 55310 or 01923 955311.

**Significant Occurrence Notification (SON).** Where required, the relevant Aviation DH, AM, Cdr within DH-Facing orgs, or PTL/TAA must raise a SON to the MAA Knowledge Exploitation Branch via telephone, on 030 679 84188 during ►UK◄ working hours, or to the MAA Duty Officer on 07799 772101 out of ►UK◄ working hours.

**Reputational Events.** Any Air Safety events in which VIP personnel are involved (in whatever capacity), as well as Air Safety events which have ministerial, media or general public interest, must be reported on a DASOR, and notified using a SON. For example, events involving horses being frightened by aircraft must be reported as a DASOR and a SON.

**Hazard Observation DASORs and DAEMS Reports.** Not all DAEMS Reports will be Air Safety related, and therefore, not all DAEMS Reports will become DASOR Hazard Observation reports. Personnel with access to ASIMS may preferentially submit a DASOR Hazard Observation instead of a DAEMS Report.

**Additional Information**

**DCORS** – the Defence Confidential Occurrence Reporting System is available for reporters who wish to report an event but fear embarrassment or retribution. Note: DASORs can be submitted anonymously.
ANNEX B
FORMAT - INITIAL REPORT

Note: the details required at paras 4 and 6 are particularly important to the staff who deal with Parliamentary and Press enquiries.

Aircraft Operating Authority:
Aircraft Type:
Mark:
Tail Number:
Occurrence:
Location:
Date:

1. **Person Reporting:**

   Name:    Ship / Unit / Station / Organization:   Tel No:

2. **Occurrence:**

   a. Brief Outline:
   b. Time:
   c. Height and Speed:
   d. Weather:
   e. Height and Speed of Ejection / Abandonment:
   f. SAR action:

3. **Aircraft Details:**

   a. Type / Mark / Number:
   b. Aircraft Operating Authority, Parent Unit and Station:
   c. Purpose of Flight:
   d. Persons on Board:
   e. Aircraft fit (Weapons – Training / Operational):
   f. Classified equipment:
   g. Cockpit Voice Recorder / Flight Data Recorder fitted?

4. **Wreckage / Ejection Sites:**

   a. General description:
   b. Accurate Grid Refs:
   c. Name and position of nearest farm or village or town:
d. Weather conditions:

5. **Crew Details (Service & Civilian):**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Number</th>
<th>Trade</th>
<th>Eject</th>
<th>Abandon</th>
<th>Injury and current location</th>
<th>Kinform</th>
<th>Kinnot</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. **Civilian Aspects.**

a. Civilian Casualties and current location:

b. Civilian Damage:

c. Proximity of nearest Building:

d. Proximity of nearest school, hospital or other "sensitive" building:

e. Press Interest:

7. **Any other Information:**

8. **Message Timed At:**
ANNEX C
GUIDE TO REPORTABLE OCCURRENCES

1. DASORs are required for the following occurrences (this list is not exhaustive; if in any doubt, a DASOR ought to be submitted):
   a. Air Incidents and Accidents – occurring during the period of operation of the aircraft under the control of Flight Crew personnel.
   b. ATC/ACC Incidents and Accidents – involving and reported by personnel of ATC and ACC disciplines.
   c. Uncharted Obstructions.
   d. Maintenance Incidents and Accidents – occurring during maintenance of an aircraft.
   e. Other Incidents and Accidents – other occurrences in support of flying operations.
   f. Occurrences that represent an actual or potential FS hazard.
   g. Errors that significantly reduce the levels of safety normally expected.
   h. Abandoned take-offs or unintentionally leaving a runway, taxiway or aircraft operating surface.
   i. Unplanned autorotative landing.
   j. Aircraft forced landing.
   k. A significant loss of thrust/engine power.
   l. Significant failure or unforeseen degradation of any safety critical system.
   m. Flying control system failure or malfunction, or un-commanded flying control movement (UFCM) however momentary.
   n. Any item that becomes detached from or falls from an aircraft.
   o. Helicopter external load malfunctions, including unusual load behaviour which led or could have led to irregular release, giving rise to significant concern for safety.
   p. Serious reduction in aircraft performance due to weather or icing.
   q. Severe turbulence, wake turbulence or wind shear.
   r. Injury to any personnel incurred during the operation of an aircraft.
   s. Occurrences involving a serious increase in workload which correspondingly reduces safety margins due to fatigue; this must include cumulative fatigue.
   t. Any occurrence where ATC procedures, military flying regulations and/or, where appropriate, civil legislation are breached.
   u. Any loss of prescribed separation between aircraft.
   v. The aircraft commander is to raise a DASOR when they have received and responded to a Traffic Collision Avoidance System (TCAS) Resolution Advisory (RA), regardless of the cause.
   w. When an individual in direct support of aircraft operations has been adversely affected by injury; incapacitated due to illness, the use of drugs or alcohol; or affected by noxious fumes or food poisoning. This includes aircrew or support personnel who, for any reason, are required to report to a medical officer after an incident.
   x. Damage to an aircraft sustained during ground handling operations occurring outside the period of operation of the aircraft.
   y. Flight simulator occurrences which may be of benefit to the wider flying community, but excluding those of a Health and Safety at Work nature.
   z. Lightning strike.
   aa. Aircraft self-damage by weapons.
   bb. Losses due to hostile action.
   cc. Irregular release/discharge of weapons.
dd. Inadvertent release of towed targets.

ee. Fast roping or abseiling from aircraft.

ff. Equipment failure or deficiencies causing significant concern to the user.

gg. Occurrences involving FOD or loose articles either in or on aircraft and whether or not any damage results.

hh. Wire strikes or near wire strikes.

ii. Instances of laser equipment being used against aircraft and personnel in direct support of flying operations.