



# Reference guide to categorization of aviation occurrences

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Category	Description	Note	Example Scenarios
1	ADRM – Aerodrome	Events involving aerodrome design, maintenance, surface condition, lighting, markings, or obstacles.	<i>Includes heliports and aerodrome design-induced effects (e.g. turbulence from buildings).</i> Taxiway incursion due to signage or markings Foreign Object Debris (FOD) Faded or incorrect markings Inadequate taxiway lighting Poor runway or taxiway surface
2	AMAN – Abrupt Maneuver	Events involving abrupt or unplanned maneuvers performed to avoid traffic, wake turbulence, weather, or other hazards.	<i>Not used when loss of control is present (see LOC-I).</i> Abrupt pitch or roll input Aggressive avoidance manoeuvre Sudden high-G manoeuvre Evasive manoeuvre during traffic conflict Abrupt control input during recovery
3	ARC – Abnormal Runway Contact	Events involving abnormal runway or landing surface contact during landing or takeoff.	<i>Not used when loss of control is present (see LOC-I).</i> Hard or heavy landing Bounced landing Long or fast landing Off-center or sideload touchdown Tail strike or nose-first touchdown
4	ATM – Air Traffic Management	Events involving ATC services related to clearances, instructions, communication, navigation, or separation.	<i>Includes ATC-related causal factors only.</i> Taxiway incursion due to ATC Vehicle enters taxiway without ATC clearance Incorrect or unclear ATC instruction Incorrect or unsafe vectoring Loss of separation caused by ATC action or ANSP
5	BIRD – Bird strike	Events involving confirmed or suspected collision or contact with birds.	<i>Applies regardless of whether damage occurs.</i> Birdstrike during take-off or landing Confirmed or suspected birdstrike reported by crew Bird ingestion or impact to aircraft Flock crossing runway Birds observed on approach
6	CABIN – Cabin Safety Events	Events affecting cabin operations, cabin crew duties, or passenger safety within the cabin environment.	<i>Excludes turbulence-related injuries (see TURB ), medical events (see MED ), security-related events (see SEC ) and evacuation events (see EVAC )</i> Cabin crew unable to perform duties due to fatigue Passenger-related operational disruption (non-SEC) Galley/cabin equipment failure (incl. defective seats) Door or slide arming/disarmig error Defective or missing safety equipment (AED, FAK etc.)
7	CFIT – Controlled Flight into Terrain	Events involving an airworthy aircraft unintentionally colliding with or near terrain, water, or obstacles.	<i>Not used when loss of control is present (see LOC-I ) or when GPWS/TAWS alerts occur without confirmed terrain proximity (see NAV ).</i> Descent below MSA with terrain proximity Incorrect QNH causing low profile Unstable approach with terrain proximity Flight path towards rising terrain Confirmed terrain proximity after TAWS alert
8	CTOL – Collision with Obstacle During Takeoff/Landing	Events involving an aircraft striking known obstacles during takeoff or landing.	<i>Not used when the crew was unaware of the obstacle (see CFIT ).</i> Wingtip contacts runway edge light Tail strikes ground equipment on rollout Aircraft contacts snowplow during takeoff Runway sign struck during rollout Clearance exceedance with obstacle contact
9	EVAC – Evacuation	Events involving evacuation or attempted evacuation of an aircraft.	<i>Includes ordered, initiated, or inadvertent evacuations.</i> Passenger initiates exit opening (premature) Evac ordered due to fire alarm or smoke in cabin Evac ordered due to fumes posing a health risk Slide deployment (commanded or inadvertent) Crew or passenger injury during evac. or slide deployment
10	EXTL – External Load	Events involving external loads or load-handling equipment.	<i>Includes abnormal load behaviour, imbalance or load detachment.</i> Load swing or oscillation Latch or attachment malfunction Abnormal rope or cable tension Partial or complete load detachment Load imbalance affecting controllability
11	F-NI – Fire/Smoke (Non-Impact)	Events involving fire, smoke, fumes or odour not resulting from impact.	<i>Excludes fire or smoke caused by impact (see F-POST ).</i> Engine, APU, cockpit, cabin or cargo fire Smoke in cockpit, cabin or cargo Burning smell or unidentified odour Smoke or fire warning or overheat indication External fumes entering the aircraft (e.g. volcanic)
12	F-POST – Fire/Smoke (Post-Impact)	Events involving fire or smoke occurring as a result of impact, collision, or structural failure.	<i>Includes post-impact fires associated with gear collapse, runway excursion, or structural breakup.</i> Fire following impact or collision Impact-related brake fire Fire or smoke after gear collapse Post-impact cabin or cockpit fire Structural damage leading to fire

13	FUEL – Fuel Related	Events related to fuel quantity, contamination, leakage, or mismanagement.	<i>Includes incorrect or wrong fuel type. Excludes powerplant-related system or component failures (see SCF-PP).</i>	Fuel leak detected or fuel imbalance requiring action Fuel starvation or fuel exhaustion Incorrect fuel uplift Suspected or confirmed fuel contamination Low fuel requiring diversion or priority handling
14	GCOL – Ground Collision	Events involving a collision with another aircraft, vehicle, person, or ground object on a non-runway surface.	<i>Excludes collisions on runways (see RI or RE ) and wildlife collisions (see BIRD or WILD ).</i>	Taxiway incursion resulting in collision Aircraft-vehicle collision during taxi Aircraft-to-aircraft contact on apron Aircraft impacts ground equipment during pushback Collision with fixed ground object
15	GTOW – Glider Towing	Events occurring during glider towing operations.	<i>Includes towrope failure, premature release, or towing system malfunction.</i>	Towrope breaks Premature release Tension spike Tow hook misaligned Unexpected glider release
16	ICE – Icing	Events involving airframe or system icing affecting aircraft performance, handling, or operation.	<i>Excludes carburetor icing (see SCF-PP) and icing resulting in ground collision (see GCOL ).</i>	Airframe icing encounter Engine inlet icing (non-powerplant malfunction) Icing-related performance degradation De-icing or anti-icing system malfunction Ground icing contamination
17	LALT – Low Altitude Operations	Events involving undesired or improper low altitude operation without terrain impact.	<i>Excludes events involving terrain impact (see CFIT).</i>	Low VFR altitude Below altitude constraint Low maneuver near terrain Drift below minima Test flight descends low
18	LOC-G – Loss of Control – Ground	Events involving loss of control of the aircraft while on the ground.	<i>Not used when caused by system or component failure (see SCF-NP or SCF-PP).</i>	Gust causes loss of directional control Taxiway excursion Near-miss resulting from loss of directional control Steering tiller jam or braking skid Low-friction or uneven surface (e.g. ice, rutting)
19	LOC-I – Loss of Control – In-Flight	Events involving loss of aircraft control in flight due to unintended deviations in attitude, energy state or stability.	<i>Not used when the aircraft remains controllable or when the event is a parameter exceedance only. Not used for system/component failures (see SCF-NP or SCF-PP).</i>	Excessive or uncontrolled bank/roll/pitch attitude Stall warning or stick shaker activation Insufficient energy to maintain controlled flight Uncommanded flight control inputs or deviations Sudden upset requiring recovery actions
20	LOLI – Loss of Lifting Conditions	Events involving loss of lifting conditions en-route requiring landing.	<i>Includes aircraft relying on static lift only (e.g. gliders, balloons, airships); not used when flying intentionally at low height (see LALT).</i>	Ash cloud lift loss Icing reduces climb rate Mountain wave lift loss High-altitude stall margin Wake turbulence lift loss
21	MAC – Mid-Air Collision / Airprox	Events involving loss of separation, airprox reports, ACAS/TCAS alerts, or (near) midair collisions between aircraft in flight.	<i>Not used for ATC service issues without loss of separation (see ATM).</i>	TCAS/ACAS Resolution Advisory Loss of separation (not caused by ATC) Traffic conflict requiring avoiding action Airspace infringement with confirmed separation loss Unreported VFR traffic
22	MED – Medical	Events involving medical issues affecting passengers or crew.	<i>Excludes injuries caused by turbulence (see TURB ), evacuation (see EVAC ), or violent, threatening, or intentional passenger behaviour (see SEC ).</i>	Crew medical symptoms requiring assessment Crew allergic reaction or sudden illness Passenger faints or shows acute medical symptoms Passenger medical emergency (e.g. cardiac concern) Crew or passenger injury (non-TURB, non-EVAC, non-SEC)
23	NAV – Navigation Error	Events involving unintentional deviations from the intended ground or flight path, including incorrect taxi routing or wrong turns.	<i>Excludes intentional low altitude maneuvering (see LALT ) and ATC-related service issues (see ATM ) and runway incursions (see RI ).</i>	Taxiway incursion due to incorrect crew routing Spoofing/GNSS interference, TAWS/EGPWS warning GPS loss or incorrect FMS/nav data entry MMO or flap/gear speed exceedance (crew error) Route or level deviation (no known separation loss)
24	OTHR – Other	Events not classified under any other occurrence category.	<i>Use only when no other occurrence category applies.</i>	Unstable approach (non-ARC and non-AMAN) Go-around without further event Crew fatigue-related event Duty time limitation exceedance Diversion due to weather or closure

25	RAMP – Ground Handling	Events involving aircraft contact with, or risk of contact with, ground handling personnel, vehicles, maintenance activities, or equipment.	<i>Excludes taxiway events (see GCOL), wildlife collisions (see WILD), and ATC-related events (see ATM).</i>	Pushback or marshalling coordination error Vehicle crossing near aircraft during pushback/tow Ground handling near-collision on the apron Minor maintenance or loading-related deviation Missing or incorrect ground documentation
26	RE – Runway Excursion	Events involving a veer-off or overrun off the runway surface.	<i>Not used for abnormal runway contact (see ARC), undershoot/overshoot on the runway (see USOS), or loss of directional control recovered on the runway (see LOC-G).</i>	Runway overrun beyond runway end Runway veer-off beyond runway edge Aircraft exited runway surface during landing Aircraft exited runway surface during take-off Excursion from paved runway surface
27	RI – Runway Incursion	Events involving incorrect presence of an aircraft, vehicle, or person on a runway or protected runway area.	<i>Excludes deliberate or intentional runway entry linked to security motives (see SEC).</i>	Runway entry without clearance Runway holding point violation Incorrect line-up on active runway Unauthorized runway crossing Vehicle on active runway
28	SCF-NP – System/Component Failure – Non-Powerplant	Events involving failure or malfunction of non-powerplant systems or components.	<i>Not used when loss of control is present (see LOC-G or LOC-I).</i>	Maintenance-related non-powerplant system issue Flap or slat jam Cabin pressurization fault Hydraulic pressure loss or fluctuation Electrical bus or avionics system malfunction
29	SCF-PP – System/Component Failure – Powerplant	Events involving failure or malfunction of powerplant systems or components.	<i>Excludes fuel-related events such as fuel starvation, fuel contamination or fuel mismanagement (see FUEL).</i>	Maintenance-related powerplant system issue Engine failure or flameout, compressor stall or surge Engine control system failure Oil system malfunction (pressure/temperature/quantity) Thrust reverser, propeller or rotor malfunction
30	SEC – Security	Events involving unlawful interference, intentional acts, or unauthorized access affecting aviation security or safety.	<i>Includes hijacking, sabotage, bomb threats, and serious interference with crew, as defined in ICAO Annex 13.</i>	Unauthorized access to restricted or airside areas Vehicle or personnel access control breach Serious interference with crew or cockpit Violent or threatening unruly passenger Hijacking, bomb threat, sabotage or stowaway
31	TURB – Turbulence	Events involving in-flight turbulence encounters.	<i>Includes clear air, mountain wave, mechanical, and wake turbulence; excludes windshear or thunderstorm-related turbulence (see WSTRW).</i>	Clear air turbulence encounter Mountain wave turbulence Wake turbulence from preceding aircraft Mechanical turbulence near terrain Crew or passenger injury related to turbulence
32	UIMC – Unintended IMC	Events involving unintended flight into IMC.	<i>Applies when flying VFR and visual references are lost; not used for planned IMC operations.</i>	VFR flight enters cloud unintentionally Loss of horizon reference in marginal VMC VFR into snow showers leading to IMC VFR pilot continues into deteriorating weather VFR at night loses visual references
33	UNK – Unknown	Events where insufficient information exists to determine the occurrence category.	<i>Includes occurrences with insufficient information to classify.</i>	Insufficient information for classification Incomplete occurrence report Conflicting or unreliable reports Key data unavailable Cause undetermined after initial review
34	USOS – Undershoot/Overshoot	Events where the aircraft touches down off the intended landing surface (before, beside, or beyond).	<i>Not used when loss of control is present (see LOC-I).</i>	Deep landing Touchdown beyond TDZ Touchdown before threshold Offside touchdown beside runway Excessive float resulting in long touchdown
35	WILD – Wildlife (non-bird)	Events involving collision with, risk of collision with, or evasive action to avoid wildlife on a runway, helipad, helideck, or movement area.	<i>Excludes bird strikes (see BIRD); includes wildlife encounters on all movement areas.</i>	Sheep on runway Fox or dog crossing runway Moose or reindeer on movement area Wildlife on helipad or taxiway affecting operations Flight crew taking evasive action to avoid wildlife
36	WSTR – Windshear/Thunderstorm	Events involving flight into windshear or thunderstorm-related weather.	<i>Includes thunderstorm-related turbulence. Excludes icing (see ICE) and non-thunderstorm turbulence (see TURB).</i>	MMO or flap/gear or exceedance due to weather Predictive windshear warning Severe turbulence with control deviation Thunderstorm penetration Microburst encounter or windshear encounter