



What is a Near Miss? What/When must we or should we report?

- Last month we reviewed *Mishaps*. This month, we explore *Near Miss* in more detail.
- Recall that a reportable mishap happens at a CAP mission, meeting, or activity, to CAP members or non-members.
- What is a *Near Miss*? “An SSO that did not, but could have resulted in damage to an aircraft, vehicle, or facility and/or injury or illness to a person.” -- CAPR 160-2
- *Why* do we report a *Near Miss*?
 - So we can learn from them and mitigate future occurrences. Reporting a near miss may prevent an SSO where someone is injured or killed, or equipment is seriously damaged!
- *What* do we report? Any of the following, even if there is no injury or *damage*:
 - All engine-related malfunctions or failures occurring from the beginning of the takeoff roll until the airplane has cleared the runway following landing.
 - Any instance of an airplane or glider making an off-airport landing regardless of the cause.
- A near mid-air collision (NMAC) anytime another aircraft's, including sUAS, in-flight proximity created a potential collision hazard.
- All situations where a person attempted to inflict self-harm or attempted to harm another person.
- Any dropped objects that were attached to an aircraft or vehicle (e.g., camera, sensor pod, etc.).
- Any occurrence where an airplane or glider unintentionally departs a runway surface.
- All instances where a pilot declared an emergency, whether actual or precautionary, because of an aircraft-related malfunction.
- Any instance where a vehicle unintentionally departed a roadway surface, regardless of the cause.
- *How* do we report a near miss? Just like an SSO:
 - In eServices, via the CAPSIS app. Use the left-hand pull-down menu and click on “Safety”.
 - Consult the [CAPSIS Safety Reporting Guide](#), or take the training available in Absorb.
 - Be sure to check this box: **Was this a near miss?**