

THE CIVIL AVIATION AUTHORITY OF THAILAND REQUIREMENT NO.22/2562 ON
“REPORTING OF CIVIL AVIATION OCCURRENCES”

State Safety Programme (SSP) Document stipulated that the Civil Aviation Authority of Thailand (CAAT) to develop the requirements on the mandatory and voluntary occurrence reporting system as a reporting mechanism to report and collect safety data from the Civil Aviation Organisations and Operators. By the virtue of Section 15/10 paragraph 2 of Air Navigation Act 1954 (B.E. 2497), 14th Amendment (B.E. 2562), Director General of Civil Aviation Authority of Thailand has stipulated the following requirements on reporting occurrences in civil aviation:

Section 1 This Requirement is called the “Civil Aviation Authority of Thailand Requirement No.22/2562 on Reporting of Civil Aviation Occurrences”.

Section 2 This Requirement shall come into force after the Requirement is announced in the Government Gazette for 120 days.

Section 3 All rules, regulations, announcements, statutes and any other orders stipulated in this regulation which are not aligned or against the provision herein shall be substituted by this Requirement.

Section 4 In this Requirement

“Occurrence” means any safety-related event in civil aviation incurred within the Kingdom or incurred outside the Kingdom but is related with the Civil Aviation Organisation of Thailand as follows:

- (1) The event which could endanger an aircraft, its occupants, or its properties, other persons or other properties; or
- (2) The event which could harm to the aircraft, its occupants, or its properties, other persons or other properties if not corrected or addressed; or
- (3) An accidents, incidents and serious incidents.

“Accident” means an occurrence associated with the operation of an aircraft which resulting in aircraft damages or aircraft missing, or causing a fatality of person according to stipulation of the Aircraft Accident Investigation Committee.

“Incident” means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

“Serious incident” means an incident involving circumstances indicating that there was a high probability of an accident which is stipulated by the Aircraft Accident Investigation Committee.

“Hazard” means a condition or an object with the potential to cause unsafety condition such as an accident or incident or serious incident or person injury or property damage.

“Civil Aviation Organisation” means entities operating in the Kingdom as follows:

- (1) Air operator;
- (2) Foreign air operator operating in Thai territory;
- (3) Public aerodrome operator;
- (4) Air traffic management service provider;
- (5) Communication, navigation, and surveillance service provider;
- (6) Approved training organisation with aircraft operation;
- (7) Approved maintenance organisation;
- (8) Organisation responsible for manufacture of aircraft, engines or propellers;
- (9) Organisation responsible for the type design of aircraft, engines or propellers;
- (10) General Aviation (GA) operator operating with an airplane with a maximum certificated take-off mass exceeding 5,700 kilograms, or certificated for a maximum passenger seating configuration of more than nine (9) or equipped with one or more turbojet engine.

“Operator” means a person or an organisation not classified as Civil Aviation Organisation that perform aviation activities classified as aerial work or GA.

“General operation” means an aircraft operation which is not commercial aviation transportation and aerial work.

“Aerial Work” means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement.

“CAAT” means the Civil Aviation Authority of Thailand.

“Director General” means Director General of the CAAT.

Chapter 1

Mandatory Occurrence Reporting

Section 5 When there is a mandatory occurrence as stipulated in **Appendix A** attached herewith, which is the occurrence relating to own operation or is an acknowledged occurrence from own operation, the Civil Aviation Organisation and Operator shall prepare initial report of such mandatory occurrence and send to the CAAT immediately but not exceeding 72 hours from the time acknowledged such occurrence.

If the occurrence in Paragraph 1 is deemed as an accident or serious incident, the Civil Aviation Organisation and Operator shall notify the CAAT immediately and prepare/submit initial report of occurrence to the CAAT within 24 hours from the time acknowledged such occurrence.

Section 6 When the report as described in Section 5 is submitted, the Civil Aviation Organisation shall perform the followings:

(1) Prepare the procedures to investigate facts and perform occurrence analysis to identify hazard and assess safety risk from the occurrence in Section 5 such that the procedures can be made individually or in group as deemed appropriate.

(2) Risk control measures, which is a preventive action or corrective action, to reduce risk as deemed appropriate by evaluating the results from occurrence analysis per No. (1)

Section 7 In order to achieve objective as per Section 6, the Civil Aviation Organisation may coordinate with other Civil Aviation Organisations or Operators related with the occurrence for necessary data or cooperate to perform occurrence analysis together whereas, the source of safety data and information derived from such operation shall be protected in accordance with Section 16.

In case that the Civil Aviation Organisation does not attain cooperation as per Paragraph 1, it shall record such occurrence in the safety management system of the Civil Aviation Organisation.

Section 8 In case that the occurrence as in Section 5 has gone through procedures to investigate facts and occurrence analysis as per Section 6 and it appears that there is a significant risk affecting safety in its own operation or there is a significant aviation safety risk from its own operation, the Civil Aviation Organisation shall prepare a final report of mandatory occurrence and submit it to the CAAT within 60 days from the date which the CAAT receives such preliminary report as per Section 5.

Section 9 In case that the Civil Aviation Organisation cannot submit the Final Report of mandatory occurrence as Section 8 to the CAAT within the specified period, the Civil Aviation Organisation shall notify the CAAT beforehand together with specified reasons and submit such report to the CAAT within 60 days from due date in Section 8, unless there is necessity which is not its own fault and has already notified it to the CAAT.

Chapter 2 Voluntary Occurrence Reporting

Section 10 When there is an occurrence that is not included in the mandatory occurrence as per Section 5 or there is other data relating to safety which can cause harm to the civil aviation including observation of dangerous factors in aviation, the Civil Aviation Organisation and Operator shall submit the report of such safety occurrence to the CAAT to further support and develop the nation's civil aviation safety.

Section 11 After receiving the report as per Section 10, the CAAT could request the Civil Aviation Organisation and Operator to further investigate facts and occurrence analysis or share knowledge or experiences about the measures used to prevent or correct such occurrence.

Section 12 Other persons or organisations apart from the Civil Aviation Organisation or Operator may report known occurrence to the CAAT directly on behalf of such persons or organisations.

Chapter 3 Follow-up

Section 13 The Civil Aviation Organisation shall perform operation in accordance with risk management standards appearing in the mandatory occurrence report by having the CAAT efficiently monitor and follow up such operation.

Section 14 The CAAT has the authority to order the Civil Aviation Organisation, Operator or other persons or organisations apart from the Civil Aviation Organisation to provide additional data relating to the occurrence as deemed appropriate.

Chapter 4 Collection and Storage of Safety Data and Information

Section 15 The Civil Aviation Organisation shall develop both mandatory and voluntary occurrence reporting system as part of its safety management system to systematically collect and gather safety data and safety information retrieved from report and occurrence analysis, including all other related safety data and information.

Aviation occurrence reporting system for both mandatory and voluntary types as in Paragraph 1 can be combined into a single system.

Chapter 5

Protection of Safety Data and Safety Information

Section 16 The Civil Aviation Organisation shall perform the followings to promote confidence in reporting which would enhance the continuity of occurrence reporting.

(1) Establish the procedures to access to safety data and safety information of the person relating with mandatory and voluntary occurrence reporting system.

(2) Protecting data, information and related sources in Section 7 and the system in Section 15 per standards and procedures of the CAAT's Requirement.

Chapter 6

Notification and Reporting of Occurrence

Section 17 Notification and reporting of occurrence, as stipulated in Section 5, 8, 9, 10, 11 and 12 as the case may be, shall be implemented through the channel as per forms and particulars specified in **Appendix B** attached herewith.

Announced on 6 November 2019

Chula Sukmanop

Director General of The Civil Aviation Authority of Thailand

Appendix A List of Mandatory Occurrences

The mandatory occurrence reports to be submitted to the CAAT by the Civil Aviation Organisation and Operator are listed as follows:

- a. **Mandatory occurrence lists for air operators and general aviation operators operating with an airplane with a maximum certificated take-off mass exceeding 5,700 kilograms, or certificated for a maximum passenger seating configuration of more than nine (9) or equipped with one or more turbojet engine.**

1. AIR OPERATIONS

1.1 Flight preparation

Use of incorrect data or erroneous entries into equipment used for navigation or performance calculations which has or could have endangered the aircraft, its occupants or any other person.

1.2 Aircraft preparation and handling on ground

- (1) Loading and use of contaminated or incorrect type of fuel or other essential fluids (including oxygen, nitrogen, oil, and portable water).
- (2) Missing, incorrect or inadequate de-icing/anti-icing treatment.
- (3) Incorrect handling or loading of passengers, baggage, mail or cargo, likely to have a significant effect on aircraft mass and/or balance (including significant errors in loadsheet calculations).
- (4) Boarding equipment removed leading to endangerment of aircraft occupants.
- (5) Incorrect stowage or securing of baggage, mail or cargo likely in any way to endanger the aircraft, its equipment or occupants or to impede emergency evacuation.
- (6) Non-compliance with required aircraft ground handling and servicing procedures, especially in de-icing, refueling or loading procedures, including incorrect positioning or removal of equipment.
- (7) Significant spillage during fueling operations.
- (8) Loading of incorrect fuel quantities likely to have a significant effect on aircraft endurance, performance, balance or structural strength.
- (9) Failure, malfunction or defect of ground equipment used for ground handling, resulting into damage or potential damage to the aircraft (for example: tow bar or GPU (Ground Power Unit)).
- (10) Damage to aircraft by ground handling equipment or vehicles including previously unreported damage.
- (11) Under fueling.

1.3 Take-off and landing

- (1) Taxiway or runway excursion.
- (2) Actual or potential taxiway or runway incursion.
- (3) Final Approach and Take-off Area (FATO) incursion.
- (4) Take-off and landing or attempted take-off and landing on a closed or engaged runway.
- (5) Any rejected take-off.
- (6) Inability to achieve required or expected performance during take-off, initial climb, go-around or landing.
- (7) Actual or attempted take-off, approach or landing with incorrect configuration setting.
- (8) Tail, blade/wingtip or nacelle strike during take-off or landing.
- (9) Approach continued against air operators stabilized approach criteria.
- (10) Continuation of an instrument approach below published minimums with adequate visual references.
- (11) Precautionary or forced landing.
- (12) Undershoot or overshoot.
- (13) Hard landing.

1.4 Any phase of flight

- (1) Loss of control.
- (2) Aircraft upset, exceeding normal pitch attitude, bank angle or airspeed inappropriate for the conditions.
- (3) Level bust.
- (4) Activation of any flight envelop protection, including stall warning, stick shaker, stick pusher and automatic protections.
- (5) Unintentional deviation of airspeed, intended or assigned track or altitude that result in the activation of a deviation notification.
- (6) Exceedance of aircraft flight manual limitation.
- (7) Operation with incorrect altimeter setting.
- (8) Jet blast or rotor and prop wash occurrences which have or could have endangered the aircraft, its occupants or any other person.
- (9) Misinterpretation of automation mode or of any flight deck information provided to the flight crew which has or could have endangered the aircraft, its occupants or any other person.
- (10) Dangerous goods accident, incident, undeclared or misdeclared dangerous goods, or dangerous goods occurrence as defined in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air.
- (11) Evacuation of crew and/or passengers.

- (12) Operation of aircraft that deviate from aircraft equipage or operations approval required by applicable regulations.

1.5 Other types of occurrences

- (1) Unintentional release of cargo or other externally carried equipment.
- (2) Loss of situational awareness (including environmental, mode and system awareness, spatial disorientation, and time horizon).
- (3) Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.
- (4) Inadvertent slide deployment.

2. TECHNICAL OCCURRENCES

2.1 Structure and systems

- (1) Loss of any part of the aircraft structure in flight.
- (2) Loss of a system.
- (3) Loss of redundancy of a system.
- (4) Leakage or spillage of oil, fuel or other fluid which resulted or could result in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or which has or could have endangered the aircraft, its occupants or any other person.
- (5) Fuel system malfunctions or defects, which had an effect on fuel supply and/or distribution.
- (6) Malfunction or defect of any indication system when this results in misleading indications to the crew.
- (7) Abnormal functioning of flight controls such as asymmetric or stuck/jammed flight controls (for example: lift (flap/slat), drag (spoilers), attitude control (ailerons, elevators, rudder) devices).
- (8) Failure of or significant damage to aircraft primary structure.
- (9) Blown tire or wheel failure.
- (10) An aircraft component that causes fires, accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight, whether the related fire-warning system properly operated.
- (11) An unintended landing gear extension or retraction, or opening or closing of landing gear doors during flight.
- (12) Aircraft components or systems malfunctions that result in taking emergency actions during flight except action to shut down an engine.
- (13) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure.

2.2 Propulsion (including engines, propellers and rotor systems) and auxiliary power units (APUs)

- (1) Failure or significant malfunction of or damage to any part including disintegration of any internal or external part of the engine not classified as an accident.
- (2) Failure or significant malfunction of controlling of a propeller, rotor or powerplant.
- (3) Damage to or failure of main/tail rotor or transmission and/or equivalent systems.
- (4) Flameout, in-flight shutdown of any engine or APU when required (for example: ETOP (Extended range Twin engine aircraft Operations), MEL (Minimum Equipment List)).
- (5) Engine operating limitation exceedance, including overspeed or inability to control the speed of any high-speed rotating component (for example: APU, air starter, air cycle machine, air turbine motor, propeller or rotor).
- (6) Failure or malfunction of any part of an engine, powerplant, APU or transmission resulting in any one or more of the following:
 - (a) thrust-reversing system failing to operate as commanded;
 - (b) inability to control power, thrust or rpm (revolutions per minute)
 - (c) non-containment of components/debris;
 - (d) Abnormal aircraft or engine vibration.

2.3 Other technical occurrences

- (1) Each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions.
- (2) Propeller feathering in flight.

3. MAINTENANCE AND CONTINUING AIRWORTHINESS MANAGEMENT

(applicable for the organisations that scope of their SMS includes these activities)

- 3.1 Serious structural damage (for example: cracks, permanent deformation, delamination, debonding, burning, excessive war, or corrosion) found during maintenance of the aircraft or component.
- 3.2 Serious leakage or contamination of fluids (for example: hydraulic, fuel, oil, gas or other fluids).
- 3.3 Failure or malfunction of any part of an engine or powerplant and/or transmission resulting in any one or more of the following:
 - (1) non-containment of components/debris;
 - (2) failure of the engine mount structure.

- 3.4 Damage, failure or defect of propeller, which could lead to in-flight separation of the propeller or any major portion of the propeller and/or malfunctions of the propeller control.
- 3.5 Damage, failure or defect of main rotor gearbox/attachment, which could lead to in flight separation of the rotor assembly and/or malfunctions of the rotor control.
- 3.6 Significant malfunction of a safety-critical system or equipment including emergency system or equipment during maintenance testing or failure to activate these systems after maintenance.
- 3.7 Incorrect assembly or installation of components of the aircraft found during an inspection or test procedure not intended for that specific purpose.
- 3.8 Wrong assessment of a serious defect, or serious non-compliance with MEL and Technical logbook procedures.
- 3.9 Serious damage to Electrical Wiring Interconnection System (EWIS).
- 3.10 Any defect in a life-controlled critical part or engine causing retirement before completion of its full life.
- 3.11 Use of products, components or materials, from unknown, suspect origin, or unserviceable critical components.
- 3.12 Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including language issue.
- 3.13 Incorrect control or application of aircraft maintenance limitations or scheduled maintenance.
- 3.14 Releasing an aircraft to service form maintenance in case of any non-compliance which endangers the flight safety.
- 3.15 Serious damage caused to an aircraft during maintenance activities due to incorrect maintenance or use of inappropriate or unserviceable ground support equipment that requires additional maintenance actions.
- 3.16 Identified burning, melting, smoke, arcing, overheating or fire occurrences.
- 3.17 Any occurrence where the human performance, including fatigue of personnel, has directly contributed to or could have contributed to an accident or a serious incident.
- 3.18 Significant malfunction, reliability issue, or recurrent recording quality issue affecting a flight recorder system (such as a flight data recorder system, a data link recording system or a cockpit voice record system) or lack of information needed to ensure the serviceability of a flight record system.

4. INTERACTION WITH AIR NAVIGATION SERVICES AND AIR TRAFFIC MANAGEMENT

- 4.1 Unsafe ATC (Air Traffic Control) clearance.
- 4.2 Prolonged loss of communication with ATS (Air Traffic Service) or ATM Unit.

- 4.3 Conflicting instructions from different ATS Units potentially leading to a loss of separation.
- 4.4 Misinterpretation of radio-communication which has or could have endangered the aircraft, its occupants or any other person.
- 4.5 Intentional deviation from ATC instruction which has or could have endangered the aircraft, its occupants or any other person.
- 4.6 Airspace infringement including unauthorised penetration of airspace.

5. EMERGENCIES AND OTHER CRITICAL SITUATIONS

- 5.1 Any event leading to the declaration of an emergency ('Mayday' or 'PAN call').
- 5.2 Any burning, melting, smoke, fumes, arcing, overheating, fire or explosion.
- 5.3 Contaminated air in the cockpit or in the passenger compartment which has or could have endangered the aircraft, its occupants or any other person.
- 5.4 Failure to apply the correct non-normal or emergency procedure by the flight or cabin crew to deal with an emergency.
- 5.5 Use of any emergency equipment or non-normal procedure affecting in-flight or landing performance.
- 5.6 Failure of any emergency or rescue system or equipment which has or could have endangered the aircraft, its occupants or any other person.
- 5.7 Uncontrollable cabin pressure.
- 5.8 Critically low fuel quantity or fuel quantity at destination below required final reserve fuel.
- 5.9 Any event requiring the emergency use of oxygen including the use of crew oxygen system by the crew.
- 5.10 Incapacitation of any member of the flight or cabin crew that results in the reduction below the minimum certified crew complement.
- 5.11 Crew fatigue impacting or potentially impacting their ability to perform safely their flight duties.

6. EXTERNAL ENVIRONMENT AND METEOROLOGY

- 6.1 A collision or a near collision on the ground or in the air, with another aircraft, terrain or obstacle including vehicle.
- 6.2 ACAS/TCAS RAs (Airborne/Traffic Collision Avoidance System, Resolution Advisory).
- 6.3 Activation of ground collision system such as EGPWS or GPWS (Enhanced / Ground Proximity Warning System) / TAWS (Terrain Awareness and Warning System).
- 6.4 Wildlife strike including bird strike.
- 6.5 Foreign object damage/debris (FOD).
- 6.6 Unexpected encounter of poor runway surface conditions.

- 6.7 Wake-turbulence encounters.
- 6.8 Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights, lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
- 6.9 A lightning strike which resulted in damage to the aircraft or loss or malfunction of any aircraft system.
- 6.10 A hail encounter which resulted in damage to the aircraft or loss or malfunction of any aircraft system.
- 6.11 Severe turbulence encounter or any encounter resulting in injury to occupants or deemed to require a 'turbulence check' of the aircraft.
- 6.12 A significant wind shear or thunderstorm encounter which has or could have endangered the aircraft, its occupants or any other person.
- 6.13 Icing encounter resulting in handling difficulties, damage to the aircraft or loss or malfunction of any aircraft system.
- 6.14 Volcanic ash encounter.
- 6.15 A collision in airside area between a vehicle and another vehicle, equipment, building, person or an object resulting in injury or damage to the property.

b. Mandatory occurrence lists for approved training organisation with aircraft operations

1. AIR OPERATIONS

- 1.1 Unintentional loss of control.
- 1.2 Landing outside of intended landing area.
- 1.3 Inability or failure to achieve required aircraft performance expected in normal conditions during take-off, climb or landing.
- 1.4 Runway incursion.
- 1.5 Runway excursion.
- 1.6 Any flight which has been performed with an aircraft which was not airworthy, or for which flight preparation was not completed, which has or could have endangered the aircraft, its occupants or any other person.
- 1.7 Unintended flight into IMC (Instrument meteorological Conditions) conditions of aircraft not IFR (Instrument flight rules) certified, or a pilot not qualified for IFR, which has or could have endangered the aircraft, its occupants or any other person.
- 1.8 Operation of aircraft that deviate from aircraft equipage or operations approval required by applicable regulations.

2. TECHNICAL OCCURRENCES

- 2.1 Abnormal severe vibration (for example: aileron or elevator 'flutter', or of propeller).
- 2.2 Any flight control not function correctly or disconnected.
- 2.3 A failure or substantial deterioration of the aircraft structure.
- 2.4 A loss of any part of the aircraft structure or installation in flight.
- 2.5 A failure of an engine, rotor, propeller, fuel system or other essential system.
- 2.6 Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or risk to occupants.

3. MAINTENANCE AND CONTINUING AIRWORTHINESS MANAGEMENT

(applicable for the organisations that scope of their SMS includes these activities)

- 3.1 Serious structural damage (for example: cracks, permanent deformation, delamination, debonding, burning, excessive war, or corrosion) found during maintenance of the aircraft or component.
- 3.2 Serious leakage or contamination of fluids (for example: hydraulic, fuel, oil, gas or other fluids).
- 3.3 Failure or malfunction of any part of an engine or powerplant and/or transmission resulting in any one or more of the following:
 - (1) non-containment of components/debris;
 - (2) failure of the engine mount structure.
- 3.4 Damage, failure or defect of propeller, which could lead to in-flight separation of the propeller or any major portion of the propeller and/or malfunctions of the propeller control.
- 3.5 Damage, failure or defect of main rotor gearbox/attachment, which could lead to in-flight separation of the rotor assembly and/or malfunctions of the rotor control.
- 3.6 Significant malfunction of a safety-critical system or equipment including emergency system or equipment during maintenance testing or failure to activate these systems after maintenance.
- 3.7 Incorrect assembly or installation of components of the aircraft found during an inspection or test procedure not intended for that specific purpose.
- 3.8 Wrong assessment of a serious defect, or serious non-compliance with MEL and Technical logbook procedures.
- 3.9 Serious damage to Electrical Wiring Interconnection System (EWIS).
- 3.10 Any defect in a life-controlled critical part causing retirement before completion of its full life.
- 3.11 The use of products, components or materials, from unknown, suspect origin, or unserviceable critical components.

- 3.12 Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including language issue.
- 3.13 Incorrect control or application of aircraft maintenance limitations or scheduled maintenance.
- 3.14 Releasing an aircraft to service form maintenance in case of any non-compliance which endangers the flight safety.
- 3.15 Serious damage caused to an aircraft during maintenance activities due to incorrect maintenance or use of inappropriate or unserviceable ground support equipment that requires additional maintenance actions.
- 3.16 Identified burning, melting, smoke, arcing, overheating or fire occurrences.
- 3.17 Any occurrence where the human performance, including fatigue of personnel, has directly contributed to or could have contributed to an accident or a serious incident.
- 3.18 Significant malfunction, reliability issue, or recurrent recording quality issue affecting a flight recorder system (such as a flight data recorder system, a data link recording system or a cockpit voice record system) or lack of information needed to ensure the serviceability of a flight record system.

4. INTERACTION WITH AIR NAVIGATION SERVICE AND AIR TRAFFIC MANAGEMENT

- 4.1 Interaction with air navigation services (for example: incorrect service provided, conflicting communications or deviation from clearance) which has or could have endangered the aircraft, its occupants or any other person.
- 4.2 Airspace infringement including unauthorised penetration of airspace.

5. EMERGENCIES AND OTHER CRITICAL SITUATIONS

- 5.1 Any occurrence leading to an emergency call.
- 5.2 Fire, explosion, smoke, toxic gases or toxic fumes in the aircraft.
- 5.3 Incapacitation of the pilot leading to inability to perform any duty.

6. EXTERNAL ENVIRONMENT AND METEOROLOGY

- 6.1 A collision on the ground or in the air, with another aircraft, terrain or obstacle including vehicle.
- 6.2 A near collision, on the ground or in the air, with another aircraft, terrain or obstacle including vehicle requiring an emergency avoidance maneuver to avoid a collision.
- 6.3 Wildlife strike including bird strike.
- 6.4 Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
- 6.5 A lightning strike resulting in damage to or loss of functions of the aircraft.

- 6.6 Severe turbulence encounter which resulted in injury to aircraft occupants or in the need for a post-flight turbulence damage check of the aircraft.
- 6.7 Icing including carburetor icing which has or could have endangered the aircraft, its occupants or any other person.

c. Mandatory occurrence lists for approved maintenance organisation

- 1.1 Serious structural damage (for example: cracks, permanent deformation, delamination, debonding, burning, excessive war, or corrosion) found during maintenance of the aircraft or component.
- 1.2 Serious leakage or contamination of fluids (for example: hydraulic, fuel, oil, gas or other fluids).
- 1.3 Failure or malfunction of any part of an engine or powerplant and/or transmission resulting in any one or more of the following:
 - (1) non-containment of components/debris;
 - (2) failure of the engine mount structure.
- 1.4 Damage, failure or defect of propeller, which could lead to in-flight separation of the propeller or any major portion of the propeller and/or malfunctions of the propeller control.
- 1.5 Damage, failure or defect of main rotor gearbox/attachment, which could lead to in-flight separation of the rotor assembly and/or malfunctions of the rotor control.
- 1.6 Significant malfunction of a safety-critical system or equipment including emergency system or equipment during maintenance testing or failure to activate these systems after maintenance.
- 1.7 Incorrect assembly or installation of components of the aircraft found during an inspection or test procedure not intended for that specific purpose.
- 1.8 Wrong assessment of a serious defect, or serious non-compliance with MEL and Technical logbook procedures.
- 1.9 Serious damage to Electrical Wiring Interconnection System (EWIS).
- 1.10 Any defect in a life-controlled critical part causing retirement before completion of its full life.
- 1.11 The use of products, components or materials, from unknown, suspect origin, or unserviceable critical components.
- 1.12 Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including language issue.
- 1.13 Incorrect control or application of aircraft maintenance limitations or scheduled maintenance.

- 1.14 Releasing an aircraft to service form maintenance in case of any non-compliance which endangers the flight safety.
- 1.15 Serious damage caused to an aircraft during maintenance activities due to incorrect maintenance or use of inappropriate or unserviceable ground support equipment that requires additional maintenance actions.
- 1.16 Identified burning, melting, smoke, arcing, overheating or fire occurrences.
- 1.17 Any occurrence where the human performance, including fatigue of personnel, has directly contributed to or could have contributed to an accident or a serious incident.
- 1.18 Significant malfunction, reliability issue, or recurrent recording quality issue affecting a flight recorder system (such as a flight data recorder system, a data link recording system or a cockpit voice record system) or lack of information needed to ensure the serviceability of a flight record system.

d. Mandatory occurrence lists for the public aerodrome operator

1. AIRCRAFT- AND OBSTACLE-RELATED OCCURRENCES

- 1.1 A collision or near collision, on the ground or in the air, between an aircraft and another aircraft, terrain or obstacle including vehicle.
- 1.2 A collision in airside area between a vehicle and another vehicle, equipment, building, person or an object resulting in injury or damage to the property.
- 1.3 Wildlife strike including bird strike.
- 1.4 Taxiway or runway excursion.
- 1.5 Actual or potential taxiway or runway incursion.
- 1.6 Final Approach and Take-off Area (FATO) incursion or excursion.
- 1.7 Aircraft or vehicle failure to follow clearance, instruction or restriction while operating on the movement area of an aerodrome (for example wrong runway, taxiway or restricted part of an aerodrome).
- 1.8 Undershoots or overshoots.
- 1.9 Landing or take-off on a taxiway.
- 1.10 Foreign object on the aerodrome movement area which has or could have endangered the aircraft, its occupants or any other person.
- 1.11 Presence of obstacles on the aerodrome or in the vicinity of the aerodrome which are not published in the AIP (Aeronautical Information Publication) or by NOTAMN (Notice to Airmen) and/or that are not marked or lighted properly.
- 1.12 Push-back, power-back or taxi interference by vehicle, equipment or person.
- 1.13 Passengers or unauthorised person left unsupervised on apron.
- 1.14 Jet blast, rotor down wash or propeller blast effect.
- 1.15 Declaration of an emergency ('Mayday' or 'PAN' call).

2. DEGRADATION OR TOTAL LOSS OF SERVICES OR FUNCTIONS

- 2.1 Loss or failure of communication between:
 - (1) Aerodrome, vehicle or other ground personnel and air traffic services unit or apron management service unit;
 - (2) Apron management service unit and aircraft, vehicle or air traffic service unit.
- 2.2 Significant failure, malfunction or defect of aerodrome equipment or system which has or could have endangered the aircraft or its occupants.
- 2.3 Significant deficiencies in aerodrome lighting, marking or signs.
- 2.4 Failure of the aerodrome emergency alerting system.
- 2.5 Rescue and firefighting services not available according to applicable requirements.

3. OTHER OCCURRENCES

- 3.1 Fire, smoke, explosions in aerodrome facilities, vicinities and equipment which has or could have endangered the aircraft, its occupants or any other person.
- 3.2 Absence of reporting of a significant change in aerodrome operating conditions which has or could have endangered the aircraft, its occupants or any other person.
- 3.3 Significant spillage during fueling operations.
- 3.4 Failure to handle poor runway surface conditions.
- 3.5 Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.
- 3.6 Dangerous good accident and incident as defined in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air which resulted or could have resulted in the safety or led to an unsafe condition in aerodrome operation.

e. Mandatory occurrence lists for the air traffic management, communication, navigation, and surveillance service provider

1. AIRCRAFT-RELATED OCCURRENCES

- 1.1 A collision or a near collision on the ground or in the air, between an aircraft and another aircraft, terrain or obstacle, including near-controlled flight into terrain (near CFIT).
- 1.2 Separation minima infringement.
- 1.3 Inadequate separation.
- 1.4 ACAS/TCAS RAs. (Airborne/Traffic Collision Avoidance System, Resolution Advisory).
- 1.5 Wildlife strike including bird strike.
- 1.6 Taxiway or runway excursion.

- 1.7 Actual or potential taxiway or runway incursion.
- 1.8 Final Approach and Take-off Area (FATO) incursion.
- 1.9 Aircraft deviation from ATC clearance.
- 1.10 Aircraft deviation from applicable air traffic management (ATM) regulation:
 - (1) aircraft deviation from applicable published ATM procedures;
 - (2) airspace infringement including unauthorised penetration of airspace;
 - (3) operation of aircraft that deviate from aircraft equipage or operations approval required by applicable regulations.
- 1.11 Call sign confusion related occurrences.

2. DEGRADATION OR TOTAL LOSS OF SERVICE FUNCTIONS

- 2.1 Inability to provide ATM services or to execute ATM functions:
 - (1) inability to provide air traffic services or to execute air traffic services functions;
 - (2) inability to provide airspace management services or to execute airspace management functions;
 - (3) inability to provide air traffic flow management and capacity services or to execute air traffic flow management and capacity functions.
- 2.2 Missing or significantly incorrect, corrupted, inadequate or misleading information from any support service, including relating to poor runway surface conditions.
- 2.3 Failure of communication service.
- 2.4 Failure of surveillance service.
- 2.5 Failure of data processing and distribution function or service.
- 2.6 Failure of navigation service.
- 2.7 Failure of ATM system security which had or could have a direct negative impact on the safe provision of service.
- 2.8 Significant ATS sector/position overload leading to a potential deterioration in service provision.
- 2.9 Incorrect receipt or interpretation of significant communications, including lack of understanding of the language used, when this had or could have a direct negative impact on the safe provision of service.
- 2.10 Prolonged loss of communication with an aircraft or with other ATS unit.

3. OTHER OCCURRENCES

- 3.1 Declaration of an emergency ('Mayday' or 'PAN' call).
- 3.2 Significant external interference with Air Navigation Services (for example radio broadcast stations transmitting in the FM band, interfering with ILS (instrument landing system), VOR (VHF Omni Directional Radio Range) and communication).
- 3.3 Interference with an aircraft, an ATS unit or a radio communication transmission including by firearms, fireworks, flying kites, laser illumination, high-powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.

- 3.4 Fuel dumping.
- 3.5 Fatigue impacting or potentially impacting the ability to perform safely the air navigation or air traffic duties.
- 3.6 Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.

f. Mandatory occurrence lists for organisation responsible for the manufacture of aircraft, engines or propellers

Products, parts or appliances released from the production organisation with deviations from applicable design data that could lead to a potential unsafe condition as identified with the holder of the type-certificate or design approval.

g. Mandatory occurrence lists for organisation responsible for the type design of aircraft, engines or propellers

Any failure, malfunction, defect or other occurrence related to a product, part, or appliance which has resulted in or may result in an unsafe condition.

h. Mandatory occurrence lists for:

- Operator which operating Aeroplane and helicopter

1. AIR OPERATIONS

- 1.1 Unintentional loss of control.
- 1.2 Landing outside of intended landing area.
- 1.3 Inability or failure to achieve required aircraft performance expected in normal conditions during take-off, climb or landing.
- 1.4 Runway incursion.
- 1.5 Runway excursion.
- 1.6 Final Approach and Take-off Area (FATO) incursion or excursion.
- 1.7 Any flight which has been performed with an aircraft which was not airworthy, or for which flight preparation was not completed, which has or could have endangered the aircraft, its occupants or any other person.
- 1.8 Unintended flight into IMC (Instrument meteorological Conditions) conditions of aircraft not IFR (Instrument flight rules) certified, or a pilot not qualified for IFR, which has or could have endangered the aircraft, its occupants or any other person.
- 1.9 Operation of aircraft that deviate from aircraft equipage or operations approval required by applicable regulations.
- 1.10 Unintentional release of cargo or other externally carried equipment.

2. TECHNICAL OCCURRENCES

- 2.1 Abnormal severe vibration (for example: aileron or elevator 'flutter', or of propeller).
- 2.2 Any flight control not function correctly or disconnected.
- 2.3 A failure or substantial deterioration of the aircraft structure.
- 2.4 A loss of any part of the aircraft structure or installation in flight.
- 2.5 A failure of an engine, rotor, propeller, fuel system or other essential system.
- 2.6 Leakage of any fluid which resulted in a fire hazard or possible hazardous contamination of aircraft structure, systems or equipment, or risk to occupants.

3. INTERACTION WITH AIR NAVIGATION SERVICE AND AIR TRAFFIC MANAGEMENT

- 3.1 Interaction with air navigation services (for example: incorrect service provided, conflicting communications or deviation from clearance) which has or could have endangered the aircraft, its occupants or any other person.
- 3.2 Airspace infringement including unauthorised penetration of airspace.

4. EMERGENCIES AND OTHER CRITICAL SITUATIONS

- 4.1 Any occurrence leading to an emergency call.
- 4.2 Fire, explosion, smoke, toxic gases or toxic fumes in the aircraft.
- 4.3 Incapacitation of the pilot leading to inability to perform any duty.

5. EXTERNAL ENVIRONMENT AND METEOROLOGY

- 5.1 A collision on the ground or in the air, with another aircraft, terrain or obstacle including vehicle.
- 5.2 A near collision, on the ground or in the air, with another aircraft, terrain or obstacle including vehicle requiring an emergency avoidance maneuver to avoid a collision.
- 5.3 Wildlife strike including bird strike.
- 5.4 Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
- 5.5 A lightning strike resulting in damage to or loss of functions of the aircraft.
- 5.6 Severe turbulence encounter which resulted in injury to aircraft occupants or in the need for a post-flight turbulence damage check of the aircraft.
- 5.7 Icing including carburetor icing which has or could have endangered the aircraft, its occupants or any other person.

- Operator which operating Sailplanes/gliders

1. AIR OPERATIONS

- 1.1 Unintentional loss of control.
- 1.2 An occurrence where the sailplane pilot was unable to release either the winch cable or the aerotow rope and had to do so using emergency procedures.

- 1.3 Any release of the winch cable or the aerotow rope if the release has or could have endangered the sailplane, its occupants or any other person.
- 1.4 In the case of a powered sailplane, an engine failure during take-off.
- 1.5 Operation of aircraft that deviate from aircraft equipage or operations approval required by applicable regulations.
- 1.6 Any flight which has been performed with a sailplane which was not airworthy, or for which an incomplete flight preparation has or could have endangered the sailplane, its occupants or any other person.

2. TECHNICAL OCCURRENCES

- 2.1 Abnormal severe vibration (for example: aileron or elevator 'flutter', or of propeller).
- 2.2 Any flight control not functioning correctly or disconnected.
- 2.3 A failure or substantial deterioration of the sailplane structure.
- 2.4 A loss of any part of the sailplane structure or installation in flight.
- 2.5 Blown tire or wheel failure.

3. INTERACTION WITH AIR NAVIGATION SERVICE AND AIR TRAFFIC MANAGEMENT

- 3.1 Interaction with air navigation services (for example: incorrect services provided, conflicting communications or deviation from clearance) which has or could have endangered the sailplane, its occupants or any other person.
- 3.2 Airspace infringements including unauthorised penetration of airspace.

4. EMERGENCIES AND OTHER CRITICAL SITUATIONS

- 4.1 Any occurrence leading to an emergency call.
- 4.2 Any situation where no safe landing area remains available.
- 4.3 Fire, explosion, smoke, or toxic gases or fumes in the sailplane.
- 4.4 Incapacitation of the pilot leading to inability to perform any duty.

5. EXTERNAL ENVIRONMENT AND METEOROLOGY

- 5.1 A collision on the ground or in the air, with an aircraft, terrain or obstacle including vehicle.
- 5.2 A near collision, on the ground or in the air, with an aircraft, terrain or obstacle including vehicle requiring an emergency avoidance maneuver to avoid a collision.
- 5.3 Interference with the sailplane by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
- 5.4 A lightning strike resulting in damage to the sailplane.

- Operator which operating Lighter-than-air vehicles: Balloon and Airship

1. AIR OPERATIONS

- 1.1 Any flight which has been performed with a lighter-than-air vehicle which was not airworthy, or for which an incomplete flight preparation has or could have endangered the lighter-than-air vehicle, its occupants or any other person.
- 1.2 Unintended permanent extinction of the pilot light.
- 1.3 Operation of aircraft that deviate from aircraft equipage or operations approval required by applicable regulations.

2. TECHNICAL OCCURRENCES

- 2.1 Failure of any of the following parts or controls: dip tube on fuel cylinder, envelope pulley, control line, tether rope, valve seal leak on burner, valve seal leak on fuel cylinder, carabiner, damage to fuel line, lifting gas valve, envelope or ballonnet, blower, pressure relief valve (gas balloon), winch (tethered gas balloons).
- 2.2 Significant leakage or loss of lifting gas (for example: porosity, unseated lifting gas valves).

3. INTERACTION WITH AIR NAVIGATION SERVICE AND AIR TRAFFIC MANAGEMENT

- 3.1 Interaction with air navigation services (for example: incorrect services provided, conflicting communications or deviation from clearance) which has or could have endangered the lighter-than-air vehicle, its occupants or any other person.
- 3.2 Airspace infringement including unauthorised penetration of airspace.

4. EMERGENCIES AND OTHER CRITICAL SITUATIONS

- 4.1 Any occurrence leading to an emergency call.
- 4.2 Fire, explosion, smoke or toxic fumes in the lighter-than-air vehicle (beyond the normal operation of the burner).
- 4.3 Lighter-than-air vehicle's occupants ejected from basket or gondola.
- 4.4 Incapacitation of the pilot leading to inability to perform any duty.
- 4.5 Unintended lift or drag of ground crew, leading to fatality or injury of a person.

5. EXTERNAL ENVIRONMENT AND METEOROLOGY

- 5.1 A collision or near collision on the ground or in the air, with an aircraft, terrain or obstacle including vehicle which has or could have endangered the lighter-than-air vehicle, its occupants or any other person.
- 5.2 Interference with the lighter-than-air vehicle by firearms, fireworks, flying kites, laser illumination, high powered lights lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
- 5.3 Unexpected encounter of adverse weather conditions which has or could have endangered the lighter-than-air vehicle, its occupants or any other person.

Appendix B

Channels, Forms and Particulars in Notification and Reporting of Occurrences

Details of notification and reporting of occurrences and related data as per Sections 5, 8, 10, 11 and 12 of this Requirement shall be as follows:

1. Notification of occurrences

Occurrences, which are deemed as accidents or serious incidents as per Section 5 paragraph 2 of this regulation, shall be implemented by using forms and channels under Section 64/10 of Aviation Act 1954 (B.E. 2497), 14th Amendment (B.E. 2562),

2. Reporting channels and related data

Reporting of occurrences and related data shall be submitted to the CAAT via e-mail (safetyreport@caat.or.th) or through the CAAT's website.

3. Language used in reporting

English is used as a primary language when submitting report to the CAAT. However, the supporting documents for occurrences reporting can be kept in source language without translation except that there is a request for translation from the CAAT as the case maybe.

4. Forms and particulars of data preparation and submission to the CAAT

The report submitting to the CAAT shall consist of specified particulars, which can be prepared in any form as determined by the CAAT, as follows:

Form No.1: PDF File extracted from the CAAT's website together with related evidences as depicted in No. 2 of this Appendix and shall be executed as following:

1) Prepare the report by using Form depicted in **Table 1** of this Annex. Whereby,

1.1) Completely specify in the boxes all data related to occurrence in mandatory occurrence report per Section 5 and 8 as stipulated in this regulation.

1.2) Specify in the boxes data related to occurrence in voluntary occurrence report per Section 10 and 12 as stipulated in this regulation as much as possible.

2) Report as per Section 9 of this Requirement by using occurrence reporting form of such occurrence by identifying in the boxes given in the form.

Form No.2: E5X File extracted from the ECCAIRS compatible programme which can generate E5X file and attached related evidencing files to such E5X file. Whereby,

1) The aforementioned programme shall apply similar version of ADREP Taxonomy as specified in the CAAT's website.

2) The aforementioned programme shall determine ECCAIRS Attribute Number by referring from **Table 2** of this Annex. In addition, the code value and limitations of the programme shall be determined as specified in the CAAT's website.

3) Related data of occurrence shall be completely specified by referring the particulars from **Table 2** of this Annex.

Details related to reporting of such data to the CAAT shall be as specified below:

“ECCAIRS Attribute Number” means number of data field in ECCAIRS system which is used to determined value in the programme by synchronising E5X file which is generated from the programme with the CAAT's ECCAIRS system.

“Initial” means a type of data related to occurrence that shall be identified in the initial report.

“Final” means a type of data related to occurrence that shall be identified in the final report.

“Optional” means a type of data related to occurrence that if it is possible to identify such data.

Whereby, if any data can be identified prior to submission of the final report, it shall be reported in the initial report.

4) The reporting as per Section 9 of this Requirement shall be identified in the ECCAIRS Attribute Number 1070.

Table 1
Details for the use of PDF form

Type of occurrence	Form
<p>Appendix A หมวด a. – All <u>Except</u></p> <ul style="list-style-type: none"> – All occurrences related to Technical Occurrences, and Maintenance and Continuing Airworthiness Management No. 2 and 3 – Occurrences related to Wildlife/Bird Strike No. 6.4 – Occurrences related Dangerous Goods No. 1.4 (10) 	<p>Form “Air Operator” for all air operators</p> <p>Form “General Aviation / Aerial Work” for the GA operators operating with an airplane with a maximum certificated take-off mass exceeding 5,700 kilograms, or certificated for a maximum passenger seating configuration of more than nine (9) or equipped with one or more turbojet engine.</p>
<p>Appendix A หมวด b. – All <u>Except</u></p> <ul style="list-style-type: none"> – All occurrence related to Technical Occurrences, and Maintenance and Continuing Airworthiness Management No. 2 and 3 – Occurrence related Wildlife/Bird Strike No. 6.3 	<p>Form “Approved Training Organisation”</p>
<p>Appendix A หมวด a. No. 2 and 3 – All Appendix A หมวด b. No. 2 and 3 – All Appendix A หมวด c. – All</p>	<p>Form “Continuing Airworthiness (Maintenance, Repair, and Overhaul)”</p>
<p>Appendix A หมวด d. – All <u>Except</u></p> <ul style="list-style-type: none"> – Occurrence related to Wildlife/Bird Strike No. 1.3 – Occurrence related to Dangerous Goods No. 3.6 	<p>Form “Aerodrome Operator”</p>
<p>Appendix A หมวด e. – All <u>Except</u></p> <ul style="list-style-type: none"> – Occurrence related Wildlife/Bird Strike No. 1.5 	<p>Form “Air Navigation Service Provider”</p>
<p>Appendix A หมวด f. – All Appendix A หมวด g. – All</p>	<p>Form “Design and Manufacturer”</p>
<p>Appendix A หมวด h. – All <u>Except</u></p> <ul style="list-style-type: none"> – Occurrence related Wildlife/Bird Strike หมวด h. Aeroplane and Helicopter No. 5.3 	<p>Form “General Aviation / Aerial Work”</p>

Type of occurrence	Form
Appendix A หมวด a. No. 6.4 Appendix A หมวด b. No. 6.3 Appendix A หมวด d No. 1.3 Appendix A หมวด e. No. 1.5 Appendix A หมวด h. Aeroplane and Helicopter No. 5.3	Form “Bird / Wildlife”
Appendix A หมวด a. No. 1.4 (10) Appendix A หมวด d. No. 3.6	Form “Dangerous Goods”
Voluntary occurrence report No. 10 and 11 of this Requirement	Use the mandatory occurrence report forms
Voluntary occurrence report No. 12 of this Requirement	Form “Individuals / Other Organisations”

Table 2

Details for the submission of the E5X form via the ECCAIR compatible programme

Type of occurrence	Form
<p>Appendix A หมวด a. – All <u>Except</u> – All occurrences related to Technical Occurrences, and Maintenance and Continuing Airworthiness Management No. 2 and 3 – Occurrences related to Wildlife/Bird Strike No. 6.4 – Occurrences related to Dangerous Goods No. 1.4 (10)</p>	Table A
<p>Appendix A หมวด b. – All <u>Except</u> – All occurrences related to Technical Occurrences, and Maintenance and Continuing Airworthiness Management No. 2 and 3 – Occurrences related to Wildlife/Bird Strike No. 6.3</p>	Table B
<p>Appendix A หมวด a. 2. and 3. – All Appendix A หมวด b. 2. and 3. – All Appendix A หมวด c. – All</p>	Table C
<p>Appendix A หมวด d. – All <u>Except</u> – Occurrences related to Wildlife/Bird Strike No. 1.3 – Occurrences related to Dangerous Goods No. 3.6</p>	Table D
<p>Appendix A หมวด e. – All <u>Except</u> – Occurrences related to Wildlife/Bird Strike No. 1.5</p>	Table E
<p>Appendix A หมวด f. – All Appendix A หมวด g. – All</p>	Table C
<p>Appendix A หมวด h. – All <u>Except</u> Occurrences related Wildlife/Bird Strike หมวด ข. Aeroplane and Helicopter No. 5.3</p>	Table F

Type of occurrence	Form
Appendix A หมวด a. No. 6.4 Appendix A หมวด b. No. 6.3 Appendix A หมวด d. No. 1.3 Appendix A หมวด e. No. 1.5 Appendix A หมวด h. Aeroplane and Helicopter No. 5.3	Table G
Appendix A หมวด a. No. 1.4 (10) Appendix A หมวด d. No. 3.6	Table H
Voluntary occurrence report No. 10 of this Requirement	Table I
Voluntary occurrence report No. 12 of this Requirement	Table I

Table A

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC Date	477	INITIAL
3	UTC Time	478	FULL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	INITIAL
9	Location of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
11	Location on aerodrome	641	FULL
Environment Information			
12	Weather condition	127	INITIAL
13	Light conditions	168	FULL
Aircraft Information			
14	Aircraft operator	215	INITIAL
15	Aircraft registration	244	INITIAL
16	State of registry	281	INITIAL
17	Aircraft model	21	INITIAL
18	Aircraft category	32	INITIAL
19	Operation type	214	INITIAL
20	Flight number	120	INITIAL
21	Callsign	54	OPTIONAL
22	Aircraft flight phase of occurrence	121	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
23	Aircraft altitude	22	FULL
Other Aircraft Information (If involved)			
24	Aircraft operator	215	INITIAL
25	Aircraft registration	244	INITIAL
26	Aircraft model	21	INITIAL
27	Aircraft category	32	INITIAL
28	Flight number	120	OPTIONAL
29	Callsign	54	OPTIONAL
Occurrence Information			
30	Description of the occurrence Scenario of the event, including, - Weather condition details - Runway identifier and condition - Departure/Destination point of aircraft - Flight crew at controls of the aircraft - Aircraft speed at first event - Aircraft vertical speed - Vertical profile at the time of occurrence - Visibility information - Actual altimeter setting - Ground-flight interfaces - Consequences on the flight - Immediate correction - Any supporting details to the event	1092	INITIAL
31	GPWS/TAWS warning/alert type	417	INITIAL
Severity Information			
32	Highest damage to aircraft	432	FULL
33	Highest injury level to person	451	FULL
34	Total number serious injuries	470	FULL
35	Total number fatalities	458	FULL
Occurrence Analysis Information			
36	Occurrence analysis results (description of hazards / threats / root causes)	1070	FULL
37	Preventive / Corrective actions	1069	FULL

Table B

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC Date	477	INITIAL
3	UTC Time	478	FULL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	INITIAL
9	Location of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
11	Location on aerodrome	641	FULL
Environment Information			
12	Weather condition	127	INITIAL
13	Light conditions	168	FULL
Aircraft Information			
14	Aircraft operator	215	FULL
15	Aircraft registration	244	INITIAL
16	State of registry	281	INITIAL
17	Aircraft model	21	INITIAL
18	Aircraft category	32	INITIAL
19	Operation type	214	INITIAL
20	Flight number	120	OPTIONAL
21	Callsign	54	OPTIONAL
22	Aircraft flight phase	121	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
23	Aircraft altitude	22	FULL
Other Aircraft Information (If involved)			
24	Aircraft operator	215	INITIAL
25	Aircraft registration	244	INITIAL
26	Aircraft model	21	INITIAL
27	Aircraft category	32	INITIAL
28	Flight number	120	OPTIONAL
29	Callsign	54	OPTIONAL
Occurrence Information			
30	Description of the occurrence Scenario of the event, including, - Training course name - Flight activity type and details - Weather condition details - Runway identifier and condition - Departure/Destination point of aircraft - Flight crew at controls of the aircraft - Aircraft speed at first event - Aircraft vertical speed - Vertical profile at the time of occurrence - Visibility information - Actual altimeter setting - Ground-flight interfaces - Consequences on the flight - Immediate correction - Any supporting details to the event	1092	INITIAL
31	GPWS/TAWS warning/alert type	417	INITIAL
Severity Information			
32	Highest damage to aircraft	432	FULL
33	Highest injury level to person	451	FULL
34	Total number serious injuries	262	FULL
35	Total number fatalities	114	FULL
Occurrence Analysis Information			
36	Occurrence analysis results (description of hazards / threats / root causes)	1070	FULL

No.	Data Field	ECCAIRS Attribute Number	Report Type
37	Preventive / Corrective actions	1069	FULL

Table C

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC date	477	INITIAL
3	UTC Time	478	FULL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report Status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	INITIAL
9	Location/Station of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
11	Location on aerodrome	641	OPTIONAL
Environment Information			
12	Light conditions	168	FULL
Aircraft Information			
13	Aircraft operator	215	INITIAL
14	Aircraft registration	244	INITIAL
15	State of registry	281	INITIAL
16	Aircraft model	21	INITIAL
17	Aircraft category	32	INITIAL
18	Aircraft flight phase of occurrence	121	INITIAL
Defective System / Component / Part Information			
19	ATA Chapter number	659	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
20	Defective system / part name	485	FULL
21	Defective part number	486	FULL
22	Defective part manufacturer	486	FULL
Affected Engine Information			
23	Affected Engine/Propeller model	387	INITIAL
24	Affected Engine/Propeller position	653	INITIAL
Occurrence Information			
25	Description of the occurrence Scenario of the event occurred or was observed, including, - Weather condition details - Departure/Destination point of aircraft - Discrepancy description - Consequences on the flight - Aircraft total time and cycles - Aircraft Manufacturing Year - Defective Part detected location - Defective Part TSN/CSN/TSO/CSO - Defective part's Last place overhauled - Defective part's TSO or CS-ETSO number - Affected systems / components - Affected Engine/Propeller serial number - Affected Engine/Propeller TSN/CSN/TSO/CSO - Affected Engine/Propeller manufacturing date - Immediate correction - Any supporting details to the event	1092	INITIAL
Severity Information			
26	Highest damage to aircraft	432	FULL
27	Highest injury level to person	451	FULL
28	Total number serious injuries	262	FULL
29	Total number fatalities	114	FULL
Occurrence Analysis Information			
30	Occurrence analysis results (description of hazards / threats / root causes)	1070	FULL
31	Preventive / Corrective actions	1069	FULL

Table D

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC date	477	INITIAL
3	UTC Time	478	FULL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	OPTIONAL
9	Location of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
11	Location on aerodrome	641	INITIAL
Aircraft Information			
12	Aircraft operator	215	INITIAL
13	Aircraft registration	244	INITIAL
14	Aircraft model	21	OPTIONAL
15	Aircraft category	32	OPTIONAL
16	Aircraft flight phase of occurrence	121	OPTIONAL
Other Aircraft Information (If involved)			
17	Aircraft operator	215	INITIAL
18	Aircraft registration	244	INITIAL
19	Aircraft model	21	OPTIONAL
20	Aircraft category	32	OPTIONAL
21	Aircraft flight phase of occurrence	121	OPTIONAL
Environment Information			

No.	Data Field	ECCAIRS Attribute Number	Report Type
22	Light conditions	168	FULL
Occurrence Information			
23	Description of the occurrence Scenario of the event, including, - Weather condition details - Runway identifier and condition - Type of aerodrome vehicle involved - Ground-flight interfaces - Consequences on the flight - Immediate actions - Any supporting details to the event	1092	INITIAL
Severity Information			
24	Highest damage to aircraft	432	FULL
25	Highest injury level to person	451	FULL
26	Total number serious injuries	262	FULL
27	Total number fatalities	114	FULL
Occurrence Analysis Information			
28	Occurrence analysis results (description of hazards / threats / root causes)	1070	FULL
29	Preventive / Corrective actions	1069	FULL

Table E

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC date	477	INITIAL
3	UTC time	478	INITIAL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	INITIAL
9	Location of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
11	Location on aerodrome	641	OPTIONAL
Environment Information			
12	Weather condition	127	OPTIONAL
Aircraft Information			
13	Aircraft operator	215	OPTIONAL
14	Aircraft registration	244	INITIAL
15	Aircraft model	21	OPTIONAL
16	Aircraft category	32	OPTIONAL
17	State of registry	281	INITIAL
18	Callsign	54	INITIAL
19	Aircraft altitude	22	INITIAL
20	Filed flight rules	117	INITIAL
Other Aircraft Information (If involved)			
21	Aircraft operator	215	OPTIONAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
22	Aircraft registration	244	INITIAL
23	Aircraft model	21	OPTIONAL
24	Aircraft category	32	OPTIONAL
25	State of registry	281	INITIAL
26	Callsign	54	INITIAL
27	Aircraft altitude	22	INITIAL
28	Filed flight rules	117	INITIAL
Airspace Information			
29	FIR/UIR name	16	INITIAL
Air Traffic Service Unit Information			
30	ATS unit name	372	INITIAL
31	Position of aircraft / occurrence	526	INITIAL
32	Traffic density at the time of occurrence (Controller)	544	FULL
33	ATM's person category	357	FULL
34	Duty time in position before occurrence (Hours)	347	FULL
Separation Minima Infringement Information			
35	Minimum horizontal separation record	579	FULL
36	Minimum vertical separation record	585	FULL
Occurrence Information			
37	Description of the occurrence Scenario of the event, including, - Weather condition details - Runway identifier and condition - Departure/Destination point of aircraft - Aircraft speed at first event - Aircraft vertical speed - Vertical profile at the time of occurrence - Visibility information - Actual altimeter setting - Each involved aircraft heading - Each involved aircraft ATS route name - Each involved aircraft flight conditions - Ground-flight interfaces	1092	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
	<ul style="list-style-type: none"> - Transcription of radio/phone communications - RTF Frequency used - Triggered alarms - ATM system/equipment condition and status - Consequences on the flight - Immediate actions - Any supporting details to the event 		
Severity Information			
38	Highest damage to aircraft	432	FULL
39	Highest injury level to person	451	FULL
40	Total number serious injuries	262	FULL
41	Total number fatalities	114	FULL
Occurrence Analysis Information			
42	Occurrence analysis results (description of hazard / threats / root cause)	1070	FULL
43	Preventive / Corrective actions	1069	FULL

Table F

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC Date	477	INITIAL
3	UTC Time	478	FULL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	INITIAL
9	Location of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
11	Location on aerodrome	641	FULL
Environment Information			
12	Weather Condition	127	INITIAL
13	Light conditions	168	FULL
Aircraft Information			
14	Aircraft operator	215	INITIAL
15	Aircraft registration	244	INITIAL
16	State of registry	281	INITIAL
17	Aircraft model	21	INITIAL
18	Aircraft category	32	INITIAL
19	Operation type	214	INITIAL
20	Flight number	120	INITIAL
21	Callsign	54	OPTIONAL
22	Aircraft flight phase of occurrence	121	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
23	Aircraft altitude	22	FULL
Other Aircraft Information (If involved)			
24	Aircraft operator	215	INITIAL
25	Aircraft registration	244	INITIAL
26	Aircraft model	21	INITIAL
27	Aircraft category	32	INITIAL
28	Flight number	120	OPTIONAL
29	Callsign	54	OPTIONAL
Occurrence Information			
30	Description of the occurrence Scenario of the event, including, - Weather condition details - Runway identifier and condition - Departure/Destination point of aircraft - Flight crew at controls of the aircraft - Aircraft speed at first event - Aircraft vertical speed - Vertical profile at the time of occurrence - Visibility information - Actual altimeter setting - Ground-flight interfaces - Flight activity type and details - Consequences on the flight - Immediate correction - Any supporting details to the event	1092	INITIAL
31	GPWS warning/alert type	417	INITIAL
Severity Information			
32	Highest damage to aircraft	432	FULL
33	Highest injury level to person	451	FULL
34	Total number serious injuries	262	FULL
35	Total number fatalities	114	FULL
Occurrence Analysis Information			
36	Occurrence analysis results (description of hazards / threats / root causes)	1070	FULL

No.	Data Field	ECCAIRS Attribute Number	Report Type
37	Preventive / Corrective actions	1069	FULL

Table G

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC date	477	INITIAL
3	UTC Time	478	INITIAL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	INITIAL
9	Location of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
Environment Information			
11	Light conditions	168	INITIAL
Aircraft Information			
12	Aircraft operator	215	INITIAL
13	Aircraft registration	244	INITIAL
14	Aircraft model	21	INITIAL
15	Aircraft vcategory	32	INITIAL
16	Aircraft flight phase	121	INITIAL
17	Flight number	120	INITIAL
18	Callsign	54	OPTIONAL
19	Aircraft altitude	22	OPTIONAL
Bird/Wildlife Strike Information			
20	Parts damaged	643	INITIAL
21	Parts struck	644	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
22	Species description	645	INITIAL
23	Bird Size	648	INITIAL
24	Birds/wildlife seen	646	INITIAL
25	Birds/wildlife struck	647	INITIAL
26	Pilot advised of birds	649	INITIAL
27	Engine/Propeller model (if damaged)	387	OPTIONAL
28	Engine/Propeller position (if damaged)	653	OPTIONAL
Occurrence Information			
29	Event type and information - Value 2140100 Turbine engine ingestion – bird - Value 2050301 Aircraft bird strike - Value 2050402 Collision aircraft-animal (excluding birds) - Value 99010128 Presence of wildlife on the runway - Value 99010129 Presence of wildlife on the taxiway - Value 99012035 Any Other Events	390	INITIAL
30	Description of the occurrence Scenario of the event, including, - Weather condition details and cloud amount - Runway identifier and condition - Departure/Destination point of aircraft - Aircraft speed at first event - Consequences on the flight - Effect to engine (Fire, Shutdown, Cowling failure, etc.) - Estimated % of thrust loss (Even estimation is useful) - Immediate actions - Time amount that the aircraft out of service - Cost of repair - Loss of revenue - Any supporting details to the event	1092	INITIAL
Severity Information			
31	Highest damage to aircraft	432	INITIAL
32	Highest injury level to person	451	INITIAL
33	Total number serious injuries	262	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
34	Total number fatalities	114	INITIAL
Occurrence Analysis Information			
35	Occurrence analysis results (description of hazards / threats / root causes)	1070	FULL
36	Preventive / Corrective actions	1069	FULL

Table H

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC date	477	INITIAL
3	UTC Time	478	OPTIONAL
Report Administration Information			
4	Report identification	438	INITIAL
5	Reporting entity	447	INITIAL
6	Report status	800	INITIAL
7	Parties informed	1064	INITIAL
Occurrence Location Information			
8	State/area of occurrence	454	OPTIONAL
9	Location of occurrence	440	INITIAL
10	Aerodrome of occurrence	5	INITIAL
11	Location on aerodrome	641	INITIAL
Aircraft Information			
12	Aircraft operator	215	INITIAL
13	Aircraft registration	244	OPTIONAL
14	Operation type	214	INITIAL
15	Flight number	120	OPTIONAL
Dangerous Goods Information			
16	DG name, Class and UN No.	688	INITIAL
17	Origin of shipped good	1051	FULL
18	Subsidiary risk	1055	OPTIONAL
19	Packing group (For DG Class 7)	1057	OPTIONAL
Occurrence Information			
20	Description of the occurrence Scenario of the event, including, - Shipper name and address information - Quantity per inner pack	1092	INITIAL

No.	Data Field	ECCAIRS Attribute Number	Report Type
	<ul style="list-style-type: none"> - Air Waybill/ consignment - Total number of packages (inner/outer) - Label (Packaging specification marking) - Departure/Destination point of aircraft - Consequences on the flight - Immediate actions - Any supporting details to the event 		
Severity Information			
21	Highest damage to aircraft	432	FULL
22	Highest injury level to person	451	FULL
23	Total number serious injuries	262	FULL
24	Total number fatalities	114	FULL
Occurrence Analysis Information			
25	Occurrence analysis results (description of hazard / threats / root cause)	1070	FULL
26	Preventive / Corrective actions	1069	FULL

Table I

No.	Data Field	ECCAIRS Attribute Number	Report Type
General Information			
1	Title of occurrence	601	INITIAL
2	UTC date	477	INITIAL
3	UTC Time	478	OPTIONAL
Occurrence Location Information			
4	State/area of occurrence	454	OPTIONAL
5	Location of Occurrence	440	INITIAL
6	Aerodrome of occurrence	5	OPTIONAL
7	Location on aerodrome	641	OPTIONAL
Aircraft Information			
8	Aircraft operator	215	OPTIONAL
9	Aircraft registration	244	OPTIONAL
10	Flight number	120	OPTIONAL
11	Aircraft flight phase of occurrence	121	OPTIONAL
Environment Information			
12	Light conditions	168	OPTIONAL
Occurrence Information			
13	Description of the occurrence Scenario of the event, including, - Weather condition details - Departure/Destination point of aircraft - Consequences on the flight - Immediate actions - Any supporting details to the event	1092	INITIAL