

ADREP Taxonomy Description on the PDF reporting forms for Air operators

ข้อ	ชนิดข้อมูล (Data Field)	ประเภทของ รายงานที่ต้อง ระบุ	คำอธิบายชนิดข้อมูล
General Information			
1	Title of occurrence	INITIAL	A short message identifying the occurrence to the human reader.
2	UTC Date	INITIAL	<p>UTC: Time scale based on the second (SI), as defined and recommended by the CCIR, and maintained by the Bureau International des Poids et Mesures (BIPM). For most practical purposes associated with the Radio Regulations, UTC is equivalent to mean solar time at the prime meridian (0° longitude), formerly expressed in GMT.</p> <p>The UTC date entered in the format which depends on the local installation. Use YYYY/MM/DD otherwise.</p>
3	UTC Time	FINAL	The UTC time of the occurrence entered using the 24-hour clock e.g. 23:59. UTC: Time scale based on the second (SI), as defined and recommended by the CCIR, and maintained by the Bureau International des Poids et Mesures (BIPM). For most practical purposes associated with the Radio Regulations, UTC is equivalent to mean solar time at the prime meridian (0° longitude), formerly expressed in GMT.
Report Administration Information			
4	Report identification	INITIAL	The identifying file reference of the report that is internally used by operator or reporter to uniquely identify the report.
5	Reporting entity	INITIAL	The name of the entity or organization that provided the report.
6	Report status	INITIAL	<p>The reporter should choose the list below:</p> <ul style="list-style-type: none"> • Initial notification; or • Closed on issue; or • Closed.

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7	Parties informed	INITIAL	Parties which were notified on the occurrence by the reporter.
Occurrence Location Information			
8	State/area of occurrence	INITIAL	The identification of the State or geographical area where the occurrence occurred.
9	Location of occurrence	INITIAL	Location of occurrence should be the name of the closest settled area or geographical feature. Such as Runway number, taxiway number, parking lot number or details if the occurrence happened during en-route.
10	Aerodrome of occurrence	INITIAL	The airport/heliport where the incident took place (even for the event that took place during climb or approach). A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.
11	Location on aerodrome	FINAL	<p>The specific location of the occurrence on the aerodrome or an indication that the occurrence occurred near the aerodrome. “Near” is meant to indicate that the occurrence occurred off the aerodrome but within 10 km from the aerodrome reference point.</p> <p>Aerodrome reference point: The designate geographical location of an aerodrome.</p>
Environment Information			
12	Weather condition	INITIAL	The general weather conditions in the area of the occurrence e.g. VMC, IMC or unknown.
13	Light conditions	FINAL	The light conditions at the time of the occurrence.

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Aircraft Information			
14	Aircraft operator	INITIAL	The name of the aircraft operator exercising operational control over the flight.
15	Aircraft registration	INITIAL	The mark used to identify an aircraft. The mark consists of a common mark or nationality mark followed by a registration mark.
16	State of registry	INITIAL	The State on whose register the aircraft is entered.
17	Aircraft model	INITIAL	The name of the aircraft manufacturer and model.
18	Aircraft category	INITIAL	Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.
19	Operation type	INITIAL	The type of operation indicates whether this was a public transport operation (airline operation) or a general aviation flight.
20	Flight number	INITIAL	The flight number used for airline operations.
21	Aircraft flight phase of occurrence	INITIAL	Enter the most significant phase of flight related to the occurrence. This is the phase of flight in which the event occurred which defined the accident/incident. Usually, this is the phase of flight in which the first event of the occurrence took place.
22	Aircraft altitude	FINAL	<p>The aircraft's altitude at the time of the occurrence.</p> <p>Altitude is the vertical distance of an aircraft measured from mean sea level.</p> <p>Unit: Feet.</p>
23	Callsign	OPTIONAL	The assigned International Telecommunications Union radio call sign of

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			the aircraft. A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communication
Other Aircraft Information (If involved)			
24	Aircraft operator	INITIAL	The name of the aircraft operator exercising operational control over the flight (this should be entered for airline operations).
25	Aircraft registration	INITIAL	The mark used to identify an aircraft. The mark consists of a common mark or nationality mark followed by a registration mark.
26	Aircraft model	INITIAL	The name of the aircraft manufacturer and model.
27	Aircraft category	INITIAL	Aircraft category. Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.
28	Flight number	OPTIONAL	The flight number used for airline operations.
29	Callsign	OPTIONAL	The assigned International Telecommunications Union radio call sign of the aircraft. A group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communication
Occurrence Information			
30	Description of the occurrence	INITIAL	Scenario of the event, including, - Weather condition details

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			<ul style="list-style-type: none"> - 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
31	GPWS/TAWS warning/alert type	INITIAL	<p>The type of warning that originated from the ground proximity warning system. Warnings are provided by the GPWS in the following circumstances:</p> <ol style="list-style-type: none"> 1) excessive descent rate; 2) excessive terrain closure rate; 3) excessive altitude loss after take-off or go-around; 4) unsafe terrain clearance while not in landing configuration; <ol style="list-style-type: none"> a) gear not locked down; b) flaps not in a landing position; and 5) excessive descent below the instrument glide path.
Severity Information			
32	Highest damage to aircraft	FINAL	The highest level of damage sustained by any aircraft involved in the occurrence
33	Highest injury level to person	FINAL	The highest level of injury sustained by any person in the occurrence.
34	Total number serious injuries	FINAL	The total number of persons sustaining serious injuries in the occurrence.

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			A serious injury is an injury sustained by a person in an accident and which: a) requires hospitalization for more than 48 hours, commencing within 48 hours from the date when the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes, or nose or; c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 percent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.
35	Total number fatalities	FINAL	The total number of fatal injuries sustained in the occurrence. This is the sum of fatal injuries on the ground plus the fatal injuries sustained on all of the aircraft involved.
Occurrence Analysis Information			
36	Occurrence analysis results (description of hazards / threats / root causes)	FINAL	Details on the conclusions for the organization
37	Preventive / Corrective actions	FINAL	Details on the actions proposed/done
Report Attachment			
38	Report Attachment	FINAL	