

# ADREP Taxonomy Description on the PDF reporting forms for Dangerous Goods

ข้อ	ชนิดข้อมูล (Data Field)	ประเภทของ รายงานที่ต้อง ระบุข้อมูล	คำอธิบายชนิดข้อมูล
General Information			
1	Title of occurrence	INITIAL	A short message identifying the accident 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 (° 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	OPTIONAL	<p>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 (° longitude), formerly expressed in GMT.</p>
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.

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5	Reporting entity	INITIAL	The name of the entity or organization that provided the report.
6	Report status	INITIAL	The reporter should choose the list below: <ul style="list-style-type: none"> <li>• Initial notification; or</li> <li>• Closed on issue; or</li> <li>• Closed.</li> </ul>
7	Parties informed	INITIAL	Parties which were notified on the occurrence by the reporter
Occurrence Location Information			
8	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.
9	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.

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10	Location on aerodrome	INITIAL	<p>The specific location of the occurrence on the aerodrome or an indication that the occurrence occurred near the aerodrome.</p> <p>“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>
11	State/area of occurrence	OPTIONAL	The identification of the State or geographical area where the occurrence occurred.
Aircraft Information			
12	Aircraft operator	INITIAL	The name of the aircraft operator exercising operational control over the flight (this should be entered for airline operations).
13	Operation type	INITIAL	The type of operation indicates whether this was a public transport operation (airline operation) or a general aviation flight.
14	Aircraft registration	OPTIONAL	The mark used to identify an aircraft. The mark consists of a common mark or nationality mark followed by a registration mark.
15	Flight number	OPTIONAL	The flight number used for airline operations.
Dangerous Goods Information			

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16	DG name, Class and UN No.	INITIAL	Dangerous goods are divided into classes on the basis of the specific chemical characteristics producing the risk.  Indicate the UN number and/or the specific name of product as additional text when relevant.
17	Origin of shipped good	FINAL	The origin of goods is information on the source of the dangerous goods in terms of its location.
18	Subsidiary risk	OPTIONAL	
19	Packing group (For DG Class 7)	OPTIONAL	
Occurrence Information			
20	Description of the occurrence	INITIAL	Scenario of the event, including, - Shipper name and address information - Quantity per inner pack - 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	FINAL	The highest level of damage sustained by any aircraft involved in the occurrence
22	Highest injury level to person	FINAL	A short message identifying the accident to the human reader.

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23	Total number serious injuries	FINAL	<p>The total number of persons sustaining serious injuries in the occurrence.</p> <p>A serious injury is an injury sustained by a person in an accident and which:</p> <ul style="list-style-type: none"> <li>a) requires hospitalization for more than 48 hours, commencing within 48 hours from the date when the injury was received; or</li> <li>b) results in a fracture of any bone (except simple fractures of fingers, toes, or nose or;</li> <li>c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or</li> <li>d) involves injury to any internal organ; or</li> <li>e) involves second or third degree burns, or any burns affecting more than 5 percent of the body surface; or</li> <li>f) involves verified exposure to infectious substances or injurious radiation.</li> </ul>
24	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			
25	Occurrence analysis results (description of hazard / threats / root cause)	FINAL	Details on the conclusions for the organization
26	Preventive / Corrective actions	FINAL	Details on the actions proposed/done

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Report Attachment			
27	Report Attachment	FINAL	