ECCAIRS 4.2.6
Data Definition Standard

Report Forms and Types

The ECCAIRS 4 report forms and types are based on ICAO's ADREP 2000 taxonomy. They have been organised at two hierarchical levels. A report form and type can be defined at each desired level.
00000100 Airborne collision avoidance system

_Eurocontrol_: Notification and report by the aircraft commander to the air traffic services unit concerned, and the subsequent controller report, whenever an aircraft has manoeuvred in response to an ACAS advisory.

00000101 National
_Eurocontrol_: A formal incident reporting system forming part of any National Mandatory ATM Safety Occurrence requirement for collection of information on actual or potential safety deficiencies.

00000102 Safety Regulation Group/Joint Aviation Requirements.
.Reporting based on requirements of the Safety Regulation Group (SRG) or the Joint Aviation Requirements (JAR).

00000200 AIRPROX: The code word used in an air traffic incident report to designate unacceptable aircraft proximity. ICAO Doc 9713. A situation in which, in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compromised. An aircraft proximity is classified as follows:- Risk of collision. The risk classification of an aircraft proximity in which a serious risk of collision has existed.- Safety not assured. The risk classification of an aircraft proximity in which the safety of an aircraft may have been compromised.- No risk of collision. The risk classification of an aircraft proximity in which no risk of collision has existed.- Risk not determined. The risk classification of an aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination

00000201 National
_Eurocontrol_: A formal incident reporting system forming part of any National Mandatory ATM Safety Occurrence requirement for collection of information on actual or potential safety deficiencies.

00000202 Safety Regulation Group/Joint Aviation Requirements.
.Reporting based on requirements of the Safety Regulation Group (SRG) or the Joint Aviation Requirements (JAR).

00000300 Air traffic management procedures development sub-group.

_A standardized form or procedure of reporting an incident._

00000301 National
_Eurocontrol_: A formal incident reporting system forming part of any National Mandatory ATM Safety Occurrence requirement for collection of information on actual or potential safety deficiencies.

00000302 Safety Regulation Group/Joint Aviation Requirements.
.Reporting based on requirements of the Safety Regulation Group (SRG) or the Joint Aviation Requirements (JAR).

00000400 Air traffic incident report

_A standardized form or procedure of reporting an incident e.g. ICAO Doc 4444, Appendix 4, Air Traffic Incident Report._

00000401 National
_Eurocontrol_: A formal incident reporting system forming part of any National Mandatory ATM Safety Occurrence requirement for collection of information on actual or potential safety deficiencies.

00000402 Safety Regulation Group/Joint Aviation Requirements.
.Reporting based on requirements of the Safety Regulation Group (SRG) or the Joint Aviation Requirements (JAR).

00000500 Form related to ICAO reporting
Initial notification (Chapter 4 of Annex 13)

Annex 14, Chapter 4, Standard 4.2: Format and content of the initial notification:

4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to the lack of complete information:

a) for accidents the identifying abbreviation ACCID, for serious incidents INCID;

b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;

c) name of owner, operator and hirer, if any, of the aircraft;

d) name of the pilot-in-command, and nationality of crew and passengers;

e) date and time (local time or UTC) of the accident or serious incident;

f) last point of departure and point of intended landing of the aircraft;

g) position of the aircraft with reference to some easily defined geographical point and latitude and longitude;

h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;

i) description of the accident or serious incident and the extent of damage to the aircraft so far as is known;

j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;

k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;

l) identification of the originating authority and means to contact the investigator-in-charge and the accident investigation authority of the State of Occurrence at any time; and

m) presence and description of dangerous goods on board the aircraft.

Note 1.- The 4-letter designator “YLYX” in association with an ICAO 4-letter location indicator forms the 8-letter addressee indicator for messages sent over the AFTN to authorities responsible for aircraft accident and serious incident investigations. For messages sent over the public telecommunication service the addressee indicator cannot be used and a postal or telegraphic address must be substituted.

The 8-letter addressee indicators and the corresponding postal and telegraphic addresses, when notified to ICAO, are published in the Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services (Doc 8585).

Note 2.- The Manual of Aircraft Accident and Incident Investigation, Part I - Organization and Planning (Doc 9756) contains guidance material concerning the preparation of notification messages and the arrangements to be made for their prompt delivery to the addressee.
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