



ICAO

SAFETY

ECCAIRS 2 Workshop

Taxonomy / Using E2

Module 4

24-25 August 2026, Bangkok, Thailand



Taxonomy

Coding guidance - general

- Additional information may be obtained from the Network of Analysts' ECCAIRS Coding Guidance at https://aviationreporting.eu/sites/default/files/2022-07/ECG%20Chapter%20_v1.0.pdf

ECCAIRS2 ADREP



HOME

Safety Data ▾

Report an Occurrence

Taxonomy ▾

Administration ▾

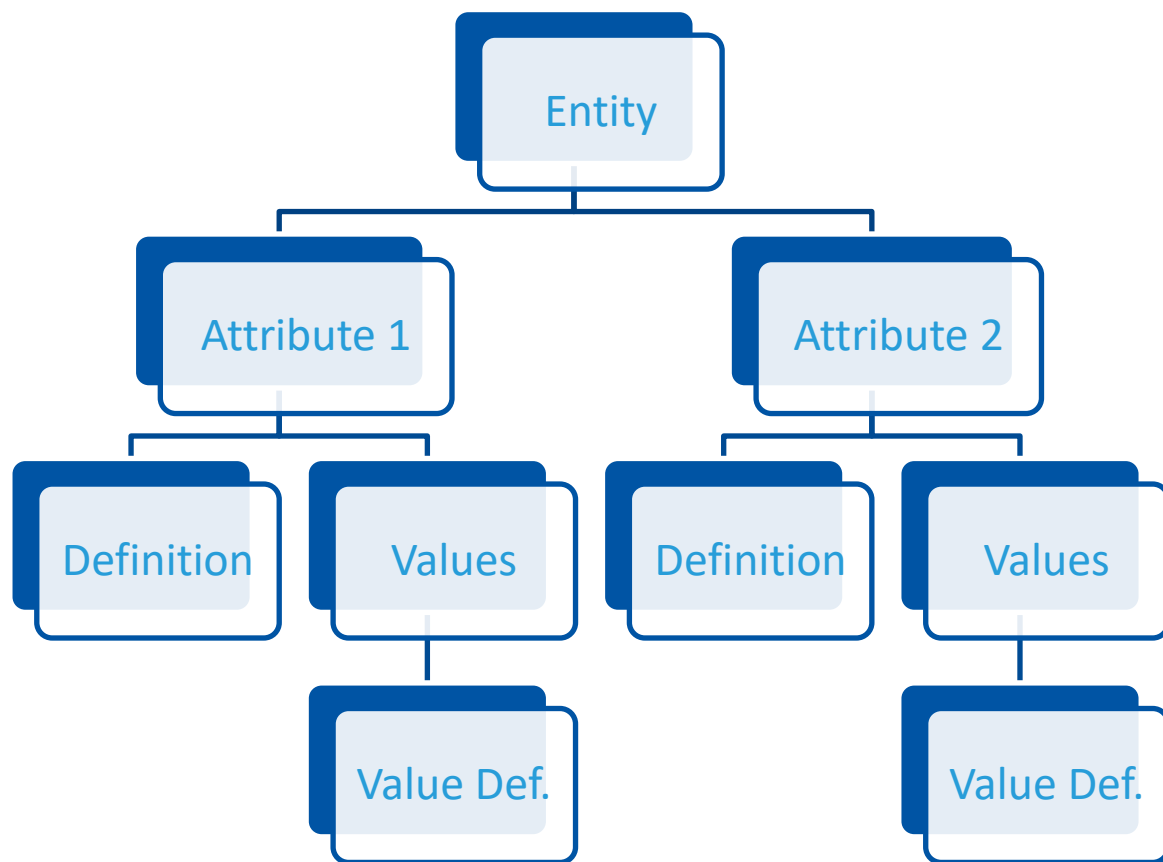
TAXONOMY VERSION LIST

Active Taxonomy

Taxonomy History

Name	Version	Status	Tax. Ref.
ECCAIRS Aviation 7.2.0.1 TAXONOMY	7.2.0.1	Released	ECCAIRS

1
 items per page



Taxonomy Structure

Occurrence Classification

- **Class** – According to Severity
- **Category** – Accident/Incident Types

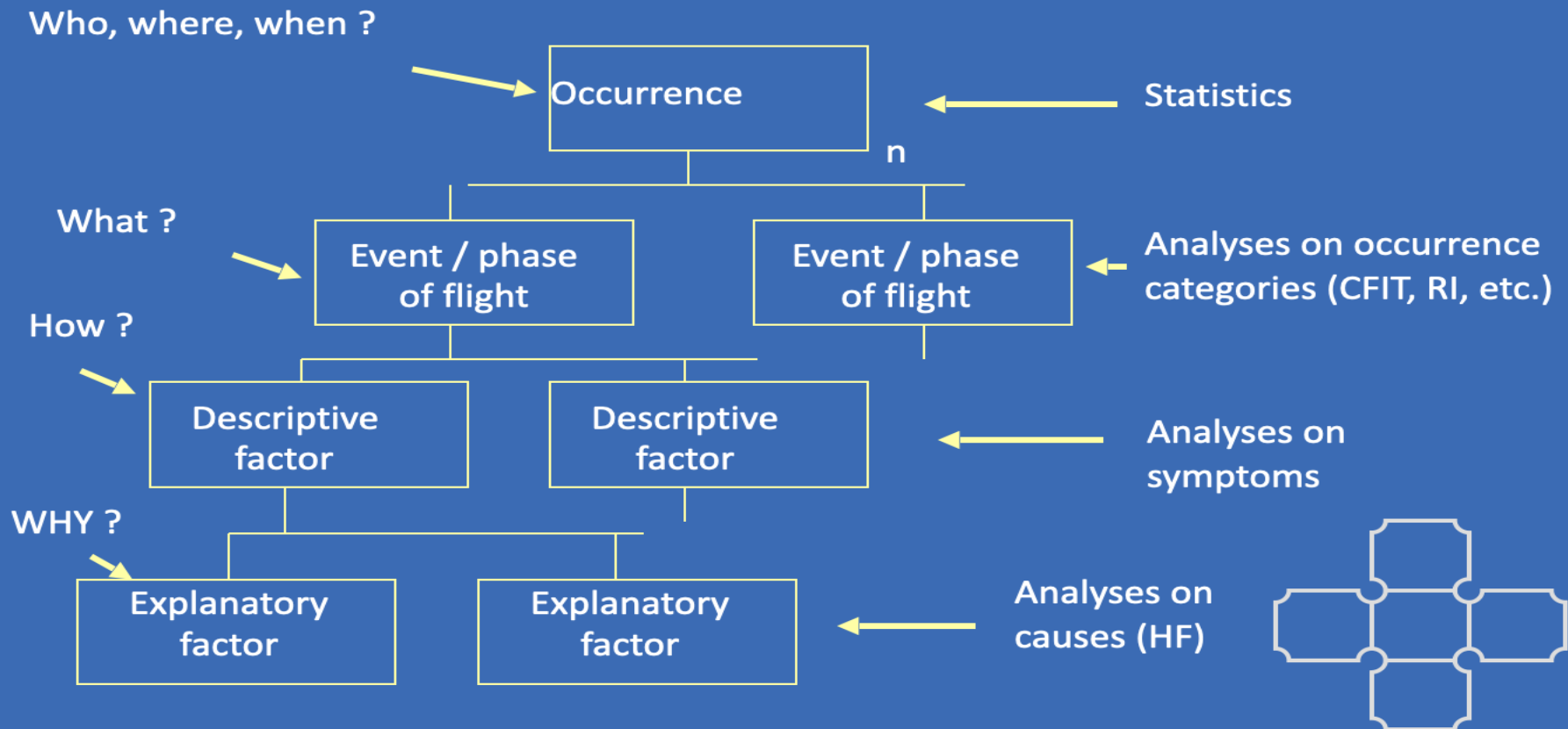
Occurrence Class

- Accident
- Serious Incident
- Incident
- Not Determined
 - If circumstances or severity (damage and/or injury) are not fully known, this value can be used temporarily until the competent authority's final decision
- ONLY these 3 are used for ADREP

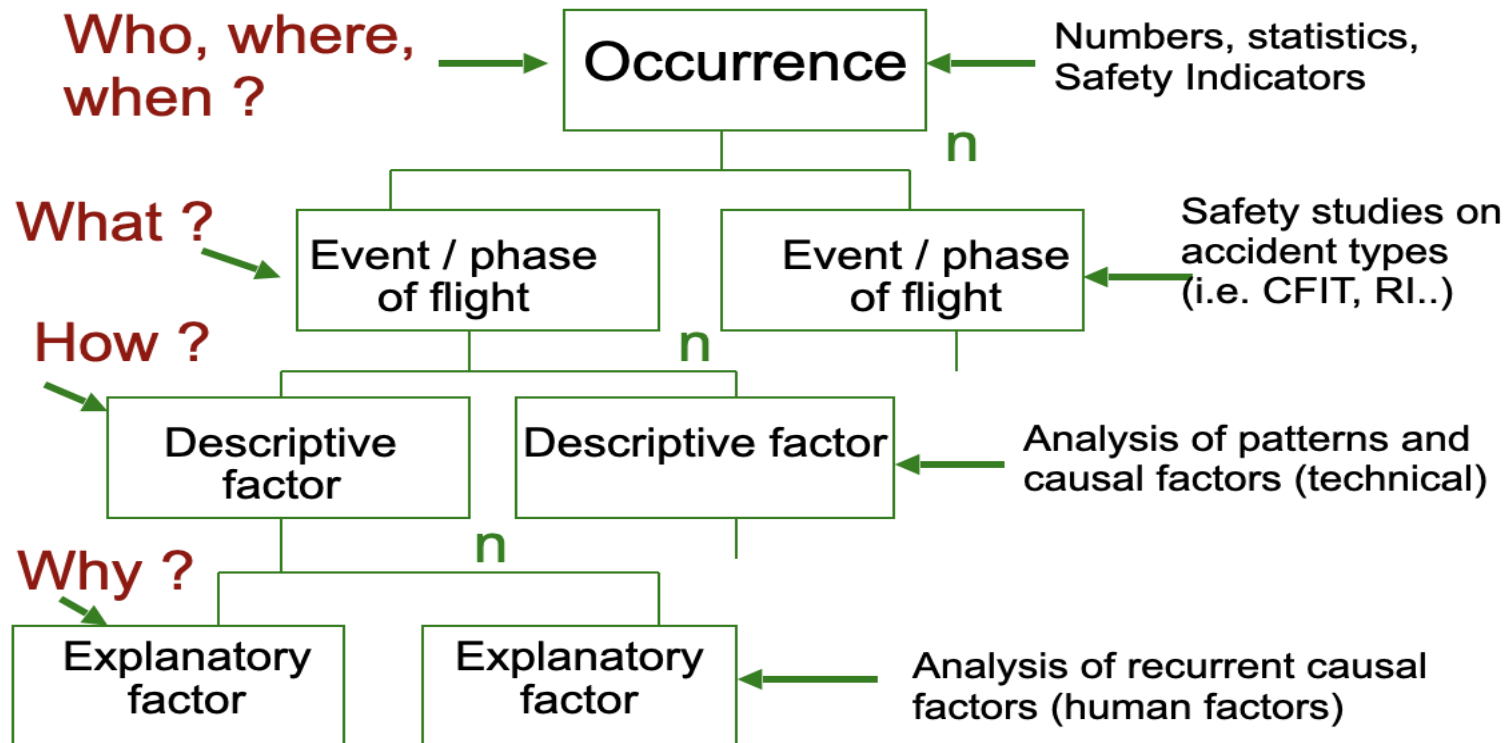
Occurrence Category

- 37 Categories
- Could have multiple Categories/Occ
- Read definitions, usage notes, exceptions
- Good practice to enter in order of occurrence

Investigation, Data and Analyses



Different levels of data quality



Events and factors

Event type



- link each event with applicable entity (aircraft, aerodrome, ANS Unit etc.)
- Consequential events should always be preceded by other event(s) which led to that consequence.
- Example: Aircraft Crash/Impact Damage should be preceded by the root cause. If that root cause is not known, the event type “Unknown” can be used.

Descriptive and explanatory factors

Descriptive factor subject

- Provide information on the subject area described

Descriptive factor modifier

- Modifiers provide information on the nature of the involvement of the subject to which they relate.

Descriptive and explanatory factors

Explanatory factor subject

- The area of concern or subject described in the explanatory factor. Explanatory factors are based on the SHELL model and cover areas such as hard/software interface; human vs system support; interface between humans; liveware (human); liveware-environment.

Descriptive and explanatory factors

Organization/person

- The person or organization to which the explanatory factor relates.

Explanatory factor modifier

- Modifiers provide information on the nature of the involvement of the subject to which they relate.

Report an Occurrence

TAXONOMY BROWSER

1 Reporting Information

2 Reporting Form

3 Attach Documents

Organisation
ICAO Reporting

Authority
 ICAO

✓ You are reporting on behalf of your organisation

✎ Select the form you want to use to report

You can either use a fill-in Form from the below list or directly submit an already prepared structured File

 ADREP Data Report DOWNLOAD PDF  ONLINE ADREP Preliminary
ADREP Preliminary report DOWNLOAD PDF  ONLINE Initial notification
Initial notification DOWNLOAD PDF  ONLINE **UPLOAD E5X Files**
Upload E5X Files to submit a report

Validate E5X File

 **UPLOAD PDF**
Upload PDF to submit a report

Validate your PDF file



Report an Occurrence

TAXONOMY BROWSER

1 Reporting Information

2 Reporting Form

3 Attach Documents

Read Mode



Occurrence

Aircraft information

Notes: additional inf...

Accident terrain or ...

Flight crew member

Flight crew q...

Narrative

Attachments

OCCURRENCE

+ ADD SUBENTITY

PLEASE READ THIS

International Civil Aviation Organization - Wikipedia, the free encyclopedia

The ADREP Notification form is meant to assist filing an accident or incident notification. After completion please send the ADREP Notification to all the States listed in Annex 13, 4.1 and ADREP@icao.int and copy AIGInbox@icao.int.

OCCURRENCE

Headline:

Occurrence class:

Occurrence category:

Local date:

UTC date:

Local time:

hour:minute

UTC time:

hour:minute

State/area of occ:

Location name:

additional text

Latitude of occ:

Degrees

Minutes

Seconds

☒ North ☐ South

Longitude of occ:

Degrees

Minutes

Seconds

☒ East ☐ West

Highest damage:

Injury level:

OCCURRENCE INVESTIGATION STATUS

File number:*

Field is mandatory

Responsible entity:*

Field is mandatory

Occurrence status:

Aviation sector:

Detection phase:

Invest. delegated:

additional text

DANGEROUS GOODS INVOLVED

Dang goods involved:

< PREVIOUS STEP

CANCEL

SAVE AS DRAFT

CONTINUE 16

Headline

- Should be short,
- Meaningful, and understandable
- Use short "fact-phrases", not long, full sentences
- Avoid abbreviations
- Try to avoid taxonomy values coded in report

State/area of occurrence

- For the occurrences in flight, the State to which the FIR belongs
- For the occurrences in Oceanic FIRs, the ocean/sea name should be selected
- Make sure that relevant ATS Unit Name and FIR/UIR Name is selected

Location name (Best Practice)

For the occurrences which occurred:

- **At an aerodrome**

- Aerodrome Location Indicator/Aerodrome Name
e.g. EDDB: Berlin-Schonefeld

- **off aerodrome** (below controlled airspace or on ground)

- closest settled area or geographical feature (town/village, mountain top, lake, aerodrome, off-shore installation)
 - prepositions “near”, “close to”, “west of” etc. after the name to allow more precise location identification for example: Leverkusen (west of).

Location name (continued)

- For occurrences in flight
 - airspace name and type; or route details can be used. i.e. Ruzyně CTR, EPWA TMA A, etc
- Other options:
 - route details i.e. LFPO – EDDK For maintenance findings - location where damage or malfunction was discovered should be used
 - For ATM specific occurrences - ATM facility name.
 - For occurrences which have effect on/concerns larger area (like satellite services, cyber security) - phrase “Global” or “South Europe”, etc
 - No location provided, use phrase “Not reported” not “Unknown” – which literally means that the place cannot be established.
- Note: This attribute Location of Occurrence should not be confused with Aerodrome Location Indicator or Location of the occurrence on or near the aerodrome.

File number

- Identifier allocated by the Responsible Entity for each occurrence
- Multiple reports of same occurrence are grouped under a single occurrence file number (i.e. reports from different reporters concerning the same occurrence should not be assigned different file numbers)
- **Note:** Attribute File Number (used by authorities) shall not be confused with attribute Report identification (used by reporters).

Responsible entity

- The Authority which enters the information into the accident/incident database record.
- For records that will be transferred into the ADREP database, the Responsible Entity is the Authority that transfers the data to ADREP.
- **Note:** Attribute Responsible Entity shall not be confused with Reporting Entity.



Thank You