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# AIG Workshop

## Annex 13 Reporting Obligations

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## Overview

ADREP

Reporting Obligations

Initial Notification

Preliminary Report

Data / Final Report



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## ADREP

- Accident / Incident Data Reporting System
  - ADREP Taxonomy
  - ICAO ADREP Database
  - ADREP reporting requirements (Annex 13, Ch. 7)



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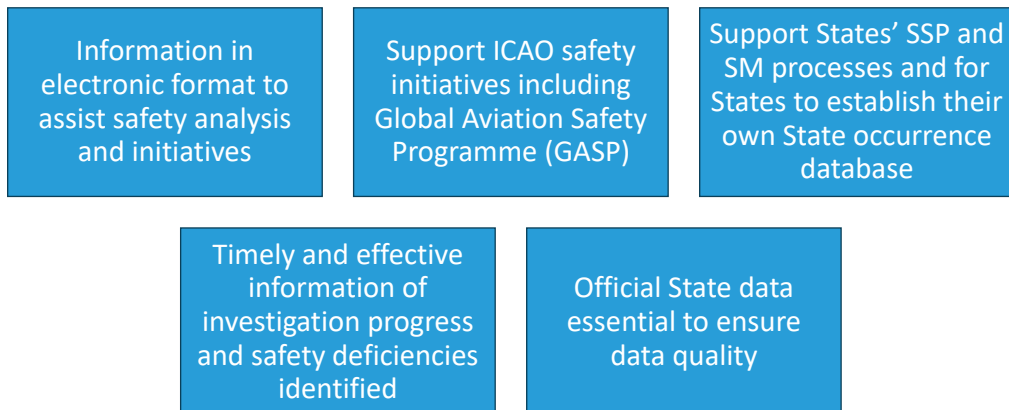
## ADREP

- Should not be confused with other reporting requirements:
  - Notification for States to participate
  - Written preliminary reports
  - Interim statements
  - Final Reports



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## ADREP



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## ADREP Database

- A database of accidents and serious incidents reported to ICAO by States
- Using the ECCAIRS suite of tools
- Currently contains over 42,000 records going back to 1970



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## ADREP Taxonomy

A taxonomy is a structured definition of terms & values

Common taxonomy is vital for ease of information sharing

ICAO ADREP taxonomy was developed for aircraft accident and incident reporting

Mature CICTT taxonomies have been adopted into ADREP taxonomy (e.g. occurrence categories; flight phases etc.)

Full ADREP taxonomy is a subset of the ECCAIRS taxonomy



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## Reporting Obligations – Initial Notification

From	Concerning	Send To	Annex 13 reference
State of Occurrence	International Occurrences	State of: a) Registry b) Operator c) Design d) Manufacture e) ICAO (A/C > 2250kg or turbojet)	4.1
State of Registry	Domestic or Other Occurrences	State of: a) Operator b) Design c) Manufacture d) ICAO (A/C > 2250kg or turbojet)	4.8



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## Reporting Obligations – Final report

From	Type of report	Concerning	Send To	Annex 13 reference
State conducting the investigation	FINAL REPORT	All aircraft	State: a) Instituting investigation b) Registry c) Operator d) Design e) Manufacture f) Other participating States g) Having fatalities or serious injuries to its citizens h) Providing info, experts, or sig. facilities	6.4



## Reporting Obligations – Final report

From	Type of report	Concerning	Send To	Annex 13 reference
State conducting the investigation	FINAL REPORT	Aircraft > 5700kg	ICAO	6.7



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## Reporting Obligations – ADREP report

From	Type of report	Concerning	Send To	Annex 13 reference
State conducting the investigation	PRELIMINARY REPORT	Accidents to A/C > 2250kg	State of: a) Registry or Occurrence b) Operator c) Design d) Manufacture e) Providing information, experts or significant fatalities f) ICAO	7.1



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## Reporting Obligations – ADREP report

From	Type of report	Concerning	Send To	Annex 13 reference
State conducting the investigation		Accidents to A/C ≤ 2250kg if airworthiness or matters of interest involved	All above except ICAO	7.2
	ACCIDENT DATA REPORT	Accidents to A/C > 2250kg	ICAO	7.5
	INCIDENT DATA REPORT	Incidents to A/C > 5700kg	ICAO	7.7



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## Reporting Obligations – Accident Prevention Measures

From	Type	Concerning	Send To	Annex 13 reference
States making safety recommendations	Safety recommendations	Recommendations made to another State	AIA in that State	6.8 8.3
		ICAO Documents	ICAO	6.9



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## Initial (Occurrence) notification

State regulations or procedures for reporting when occurrence happens

AIA to be notified as soon as possible.

Usually police, ATS, airport authority or military personnel would receive information and relay to State's AIA.

Notification could be considered first step for ADREP reporting.



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## Initial (Occurrence) notification

State of Occurrence or Registry shall forward notification of accident, serious incident or incident to be investigated to:

- **State of Registry;**
- **State of Operator;**
- **State of Design;**
- **State of Manufacture; and**
- **ICAO when the max mass of the aircraft is > 2 250 kg or a turbojet-powered aeroplane.**



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## Initial (Occurrence) notification

- State of Occurrence should have regulations and procedures in place for notifying other States and ICAO.
- A notification template or form should be used.
- Example of notification in next slide.



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## Initial (Occurrence) notification

Information required (see Annex 13, 4.2)	Example
a) for accidents the abbreviation ACCID, for serious incidents INCID;	a) ACCID;
b) manufacturer, model, nationality and registration marks, and serial number of the aircraft;	b) Boeing 737-200, United Kingdom, G-AMSW, serial no. 20280;
c) name of owner, operator and hirer, if any, of the aircraft;	c) Derby aviation;
d) qualification of the pilot-in-command, and nationality of crew and passengers;	d) Airline transport licence; crew — British; passengers — British, French, German and others;
e) date and time (local time or UTC) of the accident or serious incident;	e) 7 October 1983 at 1314 hours local time;
f) last point of departure and point of intended landing of the aircraft;	f) London/Heathrow-Perpignan/Riversaltes;
g) position of the aircraft with reference to some easily defined geographical point, and latitude and longitude; <sup>2</sup>	g) 12 km south of Prades, 4233 N, 02-26 W, elevation 2 200 m;



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## Initial (Occurrence) notification – Ex. Part 2

h) number of crew and passengers: aboard, killed and seriously injured; others: killed and seriously injured; <sup>2</sup>	h) 6 crew and 57 passengers aboard, all fatally injured; others: none;
i) description of the accident or serious incident, and the extent of damage to the aircraft so far as it is known;	i) aircraft collided with a mountainside in the Canigou Massif. Aircraft destroyed by post-impact fire;
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;	j) investigation by the French accident investigation authorities;
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;	k) mountainous area, difficult access, perpetual snow;
l) identification of the originating authority; and	l) Bureau Enquêtes-Accidents, Paris, France. For additional information, contact Mr. X at (telephone and facsimile numbers and e-mail address); and
m) presence and description of dangerous goods on board the aircraft.	m) bio-hazardous materials in the forward hold.

1. It may be helpful to provide the location of the accident or incident as well as the elevation of the accident site, if it is known.
2. It is useful to first provide the number of persons aboard (crew, passengers) and then the injuries they sustained.



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## Initial (Occurrence) notification

- Keep records of all transmissions of notifications sent and subsequent communications.
- Notifications to ICAO serves as initiation of record for occurrence in ADREP database.
- Several ways to report to ICAO.
- One method would be to use ECCAIRS 2 online reporting.



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## Preliminary Report

- Preliminary report is primary means to disseminate data obtained during early stages of investigation.
- States encouraged to also produce preliminary reports for serious incident investigations.
- Preliminary report is used for updating initial notification information.



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## Preliminary Report

- ADREP preliminary to be sent within 30 days of the date of the accident.
- Annex 13 does not provide a description of the attributes for a preliminary report.
- Some States merely send an updated notification as an ADREP Preliminary report (updated electronic record).
- An ADREP Preliminary reporting form for ECCAIRS 2 is available.



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## Preliminary Report

- In cases of high-profile accidents involving large passenger aircraft, the State would release a written preliminary report.
- Manual of aircraft accident and incident investigation, Doc 9756, Part IV, Chap 2 provides guidance on written preliminary reports.



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## Data / Final Report (Interim Statement)

- An interim statement annually if the Final Report has not yet been released.
- Not required under the ADREP reporting provisions, but ideal to update ADREP notification when preparing interim statement.
- Manual of Aircraft accident and Incident investigation (Doc 9756), Part IV, Reporting provide guidance for interim statement.



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## Data / Final Report (Final Report)

- Requirements for Final Report in Annex 13, Chapter 6.
- Not an ADREP Reporting requirement as such, but source of information for ADREP Data Report.
- The format of the Final Report is included in Annex 13, 6.1 as a Recommendation with reference to Appendix 1.
- Annex 13, 6.7 does require the Final Report to be forwarded to ICAO for accidents and incidents involving aircraft with maximum mass over 5 700 kg.



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## Data / Final Report (Data Report)

- ADREP Data Report is the data version of Final Report.
- Purpose is to provide accurate and complete information in standard, electronic format.
- ADREP Taxonomy provides ease of translation of the Final Report into data format.
- With data in the ADREP database, stakeholders are able to analyze data for safety purposes.



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## Data / Final Report (Data Report)

- To recap, a Data Report is sent to ICAO for :
  - Accidents to aircraft > 2250kg
  - Incidents to aircraft > 5700kg



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## Data / Final Report (Data Report)

- Conclusion of investigation provide for State to update incomplete or incorrect data and insert as much info as possible.
- If investigation is completed within 30 days then data report to ICAO and States instead of preliminary report.



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# Thank you

Questions?



Thank You

