ECCAIRS Aviation

1.3.0.12

Data Definition Standard

English

Entities and Attributes

All Taxonomy References

Data sorted by Identifier

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aerodrome General				**1**
The identification of the aerodrome/helicopter landing area by name, location and status.				
Aerodrome latitude	Aerodrome	Manual Entry		1
The latitude of the aerodrome reference point. Aerodrome reference point: The designated geographical location of an aerodrome.				*ADREP*
Aerodrome longitude	Aerodrome	Manual Entry		2
The longitude of the aerodrome reference point. Aerodrome reference point: The designated geographical location of an aerodrome.				*ADREP*
Helicopter landing area configuration	Helicopter	Predefined Value List		3
Details on the configuration of the helicopter landing area.				*ADREP*
Aerodrome elevation above MSL	Aerodrome	Manual Entry		4
Aerodrome elevation. The elevation of the highest point of the landing area. *Elevation. The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.*				*ADREP*
Aerodrome location indicator	Aerodrome	Predefined Value List		5
Location indicator. A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.				*ADREP*
Aerodrome status	Aerodrome	Predefined Value List		7
The status of the aerodrome, i.e. whether it is a public, private or military aerodrome.				*ADREP*
Helicopter landing area surface type	Helicopter	Predefined Value List		8
The type of surface at the helicopter landing area. *N.B. To be entered only if the occurrence involves a landing of helicopters.*				*ADREP*
Helicopter landing area type	Helicopter	Predefined Value List		9
The type of the helicopter landing area, i.e. whether it is, a surface heliport, a heliport on an elevated building or a helideck on a ship.				*ADREP*
Aerodrome type	Aerodrome	Predefined Value List		10
The type of aerodrome, whether this is a land or water aerodrome.				*ADREP*
Braking action determined by method	Aerodrome	Predefined Value List		497
The method by which the surface braking action was determined / estimated.				*ADREP*
The braking action of the surface	Aerodrome	Predefined Value List		498
The braking action measured or estimated of the surface.				*ADREP*
Surface deposits	Aerodrome	Predefined Value List		504
Information on the presence of surface deposits.				*ADREP*
Location on aerodrome	Aerodrome	Predefined Value List		641
The location of the occurrence on the aerodrome.				*ADREP*
<New Custom 752>	Custom	Predefined Value List	Yes	752
				CUSTOM
<New Custom 753>	Custom	Predefined Value List	Yes	753
				CUSTOM
<New Custom 756>	Custom	Manual Entry	Yes	756
				CUSTOM
Extent of contamination	Aerodrome	Predefined Value List		796
				ADREP
Depth of deposit	Aerodrome	Manual Entry		797
				ADREP
Location of contamination	Aerodrome	Predefined Value List		810
The location of the contamination on the aerodrome.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aerodrome Weather Reports				**2**
The aerodrome weather reports (in an aeronautical meteorological code).				
Aerodrome weather report type	Weather	Predefined Value List		11
The type of weather report related to the aerodrome.				*ADREP*
Aerodrome weather report validity	Weather	Predefined Value List		12
Information whether the aerodrome weather report was available, valid or not valid.				*ADREP*
Aviation routine weather report (in aeronautical meteorological code)	Weather	Manual Entry		177
The aviation routine weather report (in aeronautical meteorological code). can be entered in this section in free text.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Air Space				**3**
Information on the type of airspace related to the occurrence.				
Airspace class	Airspace	Predefined Value List		13
Air traffic services airspaces. Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified. ICAO Annex 11.				*ADREP*
Airspace name	Airspace	Manual Entry		14
The name of the airspace.				*ADREP*
Airspace type	Airspace	Predefined Value List	Yes	15
The type of the airspace, e.g. a danger area, a prohibited area or a terminal control area.				*ADREP*
Flight Information Region - name or Upper flight information region - name	Airspace	Predefined Value List		16
A Flight Information Region is an airspace of defined dimensions within which flight information service and alerting service are provided. ICAO Annex 2 *The name of the upper flight information region.* *Flight information region: An airspace of defined dimensions within which flight information service and alerting service are provided.* *(An 2, An 3, An 4, An 11, PANS-RAC)*				*ADREP*
Special activities in airspace	Airspace	Predefined Value List	Yes	17
Special activities in an airspace include airshows, parachuting, gliding, calibration flight, training flights and military exercises.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aircraft				**4**
Information on the aircraft identification and description.				
Aircraft make/model/series	Aircraft	Predefined Value List		21
The name of the aircraft manufacturer and model (international standard for aircraft make, model, and series groupings - CICTT). *The ICAO aircraft type designator - four character code assigned to the aircraft - is defined as an alias. [ICAO Doc 8643]*				*ADREP*
The aircraft's altitude at the time of the occurrence	History of flight	Manual Entry		22
The aircraft's altitude at the time of the occurrence. *Altitude is the vertical distance of an aircraft measured from mean sea level.*				*ADREP*
The aircraft's indicated altitude	Air Traffic Services	Manual Entry		23
The aircraft's altitude indicated by the altimeter. *Altitude is the vertical distance of an aircraft measured from mean sea level.*				*ADREP*
Category of aerodrome RFS provided	Fire	Predefined Value List		24
Category of aerodrome fire service provided at the time of the occurrence: a measure of the level of fire protection provided at the aerodrome. ICAO Annex 14.				*ADREP*
Aircraft flight level at the time of the occurrence	Air Traffic Services	Manual Entry		25
The aircraft flight level at the time of the occurrence. Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. *Note 1. - A pressure type altimeter calibrated in accordance with the standard atmosphere:* *a) when set to a QNH altimeter setting, will indicate altitude;* *b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;* *c) when set to a pressure 1 013.2 hPa, may be used to indicate flight levels.* *Note 2. - The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.*				*ADREP*
The aircraft height at the time of the occurrence	Air Traffic Services	Manual Entry		26
The aircraft height at the time of the occurrence. Height is the vertical distance of the aircraft, considered as a point, measured from a specified datum. *Note.- For the purposes of this system, the point referred to above is the lowest part of the aeroplane and the specified datum is surface below the aircraft.*				*ADREP*
Height altimeter	Air Traffic Services	Manual Entry		27
The height indicated on the altimeter at which the occurrence took place. *Height is the vertical distance of the aircraft measured from a specified datum.*				*ADREP*
Additional operational information of interest to ICAO	Operation	Predefined Value List		28
Additional operational information of interest to ICAO includes: off-shore operation, humanitarian operation and UN flight operation.				*ADREP*
Current traffic type	History of flight	Predefined Value List		29
The type of the current traffic e.g. operational air traffic (OAT) or general air traffic (GAT). GAT encompasses all flights conducted in accordance with rules and procedures of ICAO. *N.B.. GAT can include military flights for which ICAO rules and procedures satisfy entirely their operational requirements. An example is a military transport aircraft flying on a civil airway route.* *OAT encompasses all flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.* *N.B.. OAT can include civil flights such as test-flights which require some deviation from ICAO rules to satisfy their operational requirements. : Eurocontrol (Flexible Use of Airspace Handbook)*				*ADREP*
Break-up on impact other than an impact with water	Ditching	Predefined Value List		30
This provides a measure for the loss of integrity sustained by the aircraft when impacting the ground, i.e. complete, minor, none, substantial unknown.				*ADREP*
Break-up at ditching	Ditching	Predefined Value List		31
This provides a measure for the loss of integrity sustained by the aircraft when impacting the water, i.e. complete, minor, none, substantial unknown.				*ADREP*
Aircraft category	Aircraft	Predefined Value List		32

Aircraft 4

Information on the aircraft identification and description.

Aircraft category. Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon. ICAO Annex 1. *Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (Annex 8)*				*ADREP*
Aircraft total cycles	Maintenance	Manual Entry		33
The total number of cycles to which this aircraft had been exposed.				*ADREP*
Airworthiness certificate	Maintenance	Predefined Value List		35
A certificate provided by the national government organization of the Contracting Party responsible for regulating the airworthiness and environmental certification, approval or acceptance of aeronautical products, stating that the aircraft is fit to fly.				*ADREP*
Impact angle	Wreckage	Predefined Value List		36
The angle between the flight path of the aircraft and the surface of the ground at impact e.g. high, intermediate or low.				*ADREP*
Helicopter anti-exposure/immersion suits available	Helicopter	Predefined Value List		37
To determine if helicopter anti-exposure/immersion suits were available to the occupants of the aircraft.				*ADREP*
Helicopter anti-exposure/immersion suits worn	Helicopter	Predefined Value List		38
To determine if helicopter anti-exposure/immersion suits were worn by the occupants of the aircraft.				*ADREP*
Aircraft approved for icing conditions	Weather	Predefined Value List		39
The icing conditions for which the aircraft was approved.				*ADREP*
Aircraft approved for precision approach	History of flight	Predefined Value List		40
Information on the precision approach category for which the aircraft was approved.				*ADREP*
Approach errors	History of flight	Predefined Value List	Yes	41
Information on approach errors, if any, as determined by the investigation.				*ADREP*
Approach runway visual range status	History of flight	Predefined Value List		42
Information whether the status of RVR was above or below minima. *Runway Visual Range (RVR)- An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway* *from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.* *1. Touchdown RVR- The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.* *2. Mid-RVR- The RVR readout values obtained from RVR equipment located midfield of the runway.* *3. Rollout RVR- The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.*				*ADREP*
Approach stabilized	History of flight	Predefined Value List		43
An approach is stabilized when: - the aircraft is on the correct flight path, - only small changes in heading and pitch are required to maintain the flight path, - the aircraft speed is no more than vref+ 15 kts and not less than vref, - the sink rate is no more than 1000 ft/min, - the aircraft is in proper approach and landing configuration, - the power setting is not less than the minimum specified for the type of aircraft, - all briefings and checklists have been performed, - all of the parameters must be met by 500 ft.				*ADREP*
Person at controls at the first event	History of flight	Predefined Value List		44
Identification of the person who was at the controls of the aircraft at the first event.				*ADREP*
ATS route name	History of flight	Manual Entry		46

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aircraft				**4**
Information on the aircraft identification and description.				
The name of the ATS route.				*ADREP*
ATS route type	History of flight	Predefined Value List		47
The type of the air traffic services route.				*ADREP*
CVR - recording quality	Recording Devices	Predefined Value List		48
Information on the recording quality of the cockpit voice recorder.				*ADREP*
Auto bank call provided	CFIT	Predefined Value List		49
Information whether the aircraft was equipped with an automatic bank callout and whether this feature was working.				*ADREP*
Auto altitude call provided	CFIT	Predefined Value List		50
Information whether the aircraft was equipped with an automatic altitude callout and whether this feature was working. *Altitude:The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).*				*ADREP*
Automatic landing	History of flight	Predefined Value List		51
Information to indicate whether the aircraft was under the control of airborne equipment which provides automatic control of the aeroplane during the approach and landing.				*ADREP*
Aerodrome rescue fire service (ARFS) availability	Fire	Predefined Value List		52
Information whether there was a rescue fire service available at this aerodrome.				*ADREP*
Wreckage bearing from the runway heading	Wreckage	Manual Entry		53
The position of the wreckage in polar coordinates is provided by giving the bearing from the runway heading and the distance from the threshold. This field provides the information of the bearing from the runway heading. N.B. do not give the magnetic bearing from the runway threshold.				*ADREP*
Aircraft call sign	Aircraft	Manual Entry		54
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				*ADREP*
Chutes/slides operation	Survival	Predefined Value List		55
Information whether the chutes/slides were working as designed.				*ADREP*
Chutes/slides installed	Survival	Predefined Value List		56
Information whether escape chutes or slides were installed on the aircraft. This information is only relevant in case of evacuations.				*ADREP*
Clearance validity	Air Traffic Services	Predefined Value List		57
Clearance: Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. *Note 1.- For convenience, the term "air traffic control clearance" is frequently abbreviated to "clearance" when used in appropriate contexts.* *Note 2.- The abbreviated term "clearance" may be prefixed by the words "taxi", "take-off", "departure", "en route", "approach" or "landing" to indicate the particular portion of flight to which the air traffic control clearance relates.* *ICAO Annexes 2 and 11.*				*ADREP*
Cleared altitude	Air Traffic Services	Manual Entry		58
The altitude to which the aircraft was cleared at the time of the occurrence. *Altitude is the vertical distance of the aircraft measured from mean sea level.*				*ADREP*
Cleared altitude altimeter setting	Air Traffic Services	Manual Entry		59
The altimeter setting in hPa used as the reference for the cleared altitude.				*ADREP*
Cleared flight level	Air Traffic Services	Manual Entry		60

Aircraft 4

Information on the aircraft identification and description.

The aircraft cleared flight level at the time of the occurrence. Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. Note 1. - A pressure type altimeter calibrated in accordance with the standard atmosphere: a) when set to a QNH altimeter setting, will indicate altitude; b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum; c) when set to a pressure 1 013.2 hPa, may be used to indicate flight levels. Note 2. - The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.				*ADREP*
Cleared height	Air Traffic Services	Manual Entry		61
The aircraft cleared height at the time of the occurrence. Height is the vertical distance of the aircraft measured from a specified datum.				*ADREP*
Cleared height altimeter	Air Traffic Services	Manual Entry		62
The altimeter setting in hPa used as the reference for the cleared height. Height:The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.				*ADREP*
Controlling agency	Air Traffic Services	Predefined Value List		64
The agency which controlled the flight. N.B. This includes the operator who is not an Air Traffic Services agency. An air traffic control service is a service provided for the purpose of: a) preventing collisions: between aircraft and on the manoeuvring area between aircraft and obstructions and b) expediting and maintaining an orderly flow of traffic.				*ADREP*
Co-ordinated entry altitude	Air Traffic Services	Manual Entry		65
Co-ordinated entry altitude is the altitude at which the aircraft is expected at an entry point into the sector. Altitude:The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).				*ADREP*
Co-ordinated entry flight level	Air Traffic Services	Manual Entry		66
The flight level or level band at or within which the aircraft is expected at an entry point into the sector. Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. Note 1. - A pressure type altimeter calibrated in accordance with the standard atmosphere: a) when set to a QNH altimeter setting, will indicate altitude; b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum; c) when set to a pressure 1 013.2 hPa, may be used to indicate flight levels. Note 2. - The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.				*ADREP*
Co-ordinated entry height	Air Traffic Services	Manual Entry		67
The height at which the aircraft is expected at an entry point into the sector. Height: The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.				*ADREP*
Co-ordinated exit altitude	Air Traffic Services	Manual Entry		68
The altitude at which the aircraft is expected at an exit point from the sector. Altitude:The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).				*ADREP*
Co-ordinated exit flight level	Air Traffic Services	Manual Entry		69

Aircraft 4

Information on the aircraft identification and description.

The flight level or level band at or within which the aircraft is expected at an exit point from the sector. Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. Note 1. - A pressure type altimeter calibrated in accordance with the standard atmosphere: a) when set to a QNH altimeter setting, will indicate altitude; b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum; c) when set to a pressure 1 013.2 hPa, may be used to indicate flight levels. Note 2. - The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.				*ADREP*
Co-ordinated exit height	Air Traffic Services	Manual Entry		70
The height at which the aircraft is expected at an exit point from the sector. Height: The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.				*ADREP*
Co-pilot altimeter type	CFIT	Predefined Value List		71
The type of altimeter installed for the co-pilot: e.g. counter-drum-pointer, drum-pointer or a three pointer altimeter.				*ADREP*
Co-pilot restraint system	Survival	Predefined Value List		72
The availability and use of restraint systems for the co-pilot.				*ADREP*
Co-pilot charts available	CFIT	Predefined Value List		73
To indicate whether charts were available to the co-pilot or not.				*ADREP*
Co-pilot charts minimum altitude contours	CFIT	Predefined Value List		74
To indicate whether the charts available to the co-pilot provided minimum altitude contours. Contour line. A line on a map or chart connecting points of equal elevation.				*ADREP*
Co-pilot charts provider name	CFIT	Manual Entry		75
The name of the provider of the charts available to the co-pilot.				*ADREP*
Co-pilot charts terrain contours	CFIT	Predefined Value List		76
To indicate whether the charts available to the co-pilot provided terrain contours. Contour line. A line on a map or chart connecting points of equal elevation.				*ADREP*
Crew call-out done	CFIT	Predefined Value List		77
To indicate whether the crew did call out the aircraft's height or altitude.				*ADREP*
Crosswind component	Weather	Manual Entry		78
The value of the cross-wind component of the wind in metres per second. N.B. Use for take-off and landing occurrences. Wind is the air motion relative to the earth's surface.				*ADREP*
Current flight rules	History of flight	Predefined Value List		79
The flight rules under which the aircraft was operating: e.g. IFR, VFR or Special VFR.				*ADREP*
Cockpit voice recorder - recovery	Recording Devices	Predefined Value List		80
To indicate whether the cockpit voice recorder was recovered.				*ADREP*
FDR - data recovery	Recording Devices	Predefined Value List		81
To indicate whether it was practicable to recover the data from the flight data recorder.				*ADREP*
FDR - data usefulness	Recording Devices	Predefined Value List		82
To indicate whether the data recovered from the flight data recorder were of use in the investigation.				*ADREP*
Descent rate at ground impact	Wreckage	Predefined Value List		83
The rate of descent of the aircraft at the time of impact with the ground, i.e. high, low or unknown.				*ADREP*
Descent speed at ground impact	Wreckage	Manual Entry		84
The speed of the aircraft at the time of impact with the ground.				*ADREP*
Distance of the wreckage from the runway threshold	Wreckage	Manual Entry		86

Aircraft 4

Information on the aircraft identification and description.

The position of the wreckage in polar coordinates is provided by giving the bearing from the runway heading and the distance from the threshold. This field provides the information on the distance from the threshold. Threshold. The beginning of that portion of the runway usable for landing.				*ADREP*
CVR - duration of recording	Recording Devices	Manual Entry		87
The duration of the cockpit voice recorder recording in minutes.				*ADREP*
Duration of flight	History of flight	Manual Entry		88
"Flight time" : The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight. Note 1: The definition of flight includes movement on the ground. "Flight time". Note 2. Flight time as here defined is synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it stops at the end of the flight. ICAO Annex 6.				*ADREP*
Fire fighting effectiveness	Fire	Predefined Value List		89
Information of the effectiveness of the fire fighting efforts.				*ADREP*
Electronic Flight Instrument System (EFIS)	Aircraft	Predefined Value List		90
Information on the installation of Electronic Flight Instrument System.				*ADREP*
Emergency Location Beacon Aircraft - Emergency Locator Transmitter [ELB-A, ELT] status	Survival	Predefined Value List		91
The status of the ELB-A, ELT: whether it worked as designed or why it did not work. ELT - Emergency locator transmitter. A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following: Automatic fixed ELT (ELT (AF)). An automatically activated ELT which is permanently attached to an aircraft. Automatic portable ELT (ELT (AP)). An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft. Automatic deployable ELT (ELT (AD)). An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Provision for manual deployment is also made. Survival ELT (ELT (S)). An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors. ICAO Annex 6.				*ADREP*
Electronic landing aids used	History of flight	Predefined Value List	Yes	92
Information on the electronic landing aids used by this aircraft in this landing. This includes ground based aids as well as GPS (global positioning system).				*ADREP*
Elevation of the terrain where aircraft came to rest	Wreckage	Manual Entry		93
The elevation of the terrain where aircraft came to rest [in metres]. Elevation. The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.				*ADREP*
Helicopter emergency floatation equipment effectiveness	Helicopter	Predefined Value List		94
Information indicating whether the helicopter emergency floatation system was effective.				*ADREP*
Helicopter emergency floatation system inflation	Helicopter	Predefined Value List		95
Information whether the helicopter emergency float inflated, inflated then deflated or did not inflate.				*ADREP*
Helicopter emergency floatation system installed	Helicopter	Predefined Value List		96
Information whether an helicopter emergency floatation system was installed.				*ADREP*
Emergency lighting aircraft functioning	Survival	Predefined Value List		97
Information to determine whether the emergency lighting system of the aircraft was functioning.				*ADREP*
Escape time in the evacuation from aircraft	Survival	Manual Entry		98
The time it took to evacuate all persons from the aircraft measured from the time that the evacuation started until it was complete. N.B. Evacuation means the leaving of the aircraft through approved exits and using approved means following the aircraft evacuation procedure. Escape from the wreckage through breaks in the fuselage is not what is meant by "evacuation".				*ADREP*
Aerodrome RFS extinguishing agent type	Fire	Predefined Value List		99
The types of extinguishing agent used by the rescue fire services on the aerodrome.				*ADREP*

Aircraft 4

Information on the aircraft identification and description.

Fatal injuries cabin crew	Injuries	Manual Entry		100
The total number of fatally injured cabin crew on this aircraft.				*ADREP*
Fatal injuries caused by burns	Injuries	Manual Entry		101
The total number of fatal injuries on this aircraft caused by burns.				*ADREP*
Fatal injuries caused by drowning	Injuries	Manual Entry		102
The total number of persons on this aircraft who drowned.				*ADREP*
Fatal injuries caused by fumes or gasses	Injuries	Manual Entry		103
The total number of persons on this aircraft who were fatally injured by gases produced in the accident sequence.				*ADREP*
Fatal injuries caused by impact	Injuries	Manual Entry		104
The total number of persons on this aircraft who were fatally injured by the trauma received in the accident.				*ADREP*
Fatal injuries caused by other reasons	Injuries	Manual Entry		105
The total number of persons on this aircraft who were fatally injured by causes excluding impact, fire, gases, shock/exposure and drowning.				*ADREP*
Fatal injuries caused by shock exposure	Injuries	Manual Entry		106
The total number of persons on this aircraft who were died from shock or exposure.				*ADREP*
Fatal injuries caused by unknown reasons	Injuries	Manual Entry		107
The total number of persons on this aircraft who were killed by unknown causes.				*ADREP*
Fatal injuries co-pilot	Injuries	Manual Entry		108
The total number of co-pilots on this aircraft who were fatally injured. Co-pilot. A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.				*ADREP*
Fatal injuries crew total	Injuries	Manual Entry		109
The total number of crew (including cabin crew) on this aircraft who were fatally injured. Crew member: A person assigned by an operator to duty on an aircraft during a flight duty period. ICAO Annex 6, 9 and 18.				*ADREP*
Fatal injuries other flight crew	Injuries	Manual Entry		110
The total number of the flight crew on this aircraft, excluding the pilot and co-pilot who were killed. Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during flight time. ICAO Annex 1. This also includes a student pilot under contol of an instructor.				*ADREP*
Fatal injuries passengers	Injuries	Manual Entry		111
The total number of fatally injured passengers on this aircraft.				*ADREP*
Fatal injuries pilot-in-command	Injuries	Manual Entry		112
The number of fatally injured pilots-in-command on this aircraft. By definition this number is either 0 (i.e. not fatally injured) or 1.				*ADREP*
Other fatalities on aircraft	Injuries	Manual Entry		113
The persons fatally injured by an aircraft accident or incident other than the aircraft's crew or passengers.				*ADREP*
Fatal injuries total	Injuries	Manual Entry		114
The total number of persons fatally injured in the occurrence. This is the sum of all the occupants fatally injured on this aircraft plus any persons (third party) on the ground.				*ADREP*
Fatal injuries unknown	Injuries	Manual Entry		115
The number of unidentified persons who were fatally injured.				*ADREP*
Flight data recorder - recovery	Recording Devices	Predefined Value List		116
Information on the recovery of the flight data recorder.				*ADREP*
Filed flight rules	History of flight	Predefined Value List		117

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Information on the aircraft identification and description.

The filed flight rules, e.g. IFR or VFR.				*ADREP*
Filed traffic type	History of flight	Predefined Value List		118
The filed type of traffic, i.e. OAT or GAT [operational air traffic or general air traffic].GAT encompasses all flights conducted in accordance with rules and procedures of ICAO. N.B. GAT can include military flights for which ICAO rules and procedures satisfy their operational requirements entirely. An example is a military transport aircraft flying on a civil airway route.OAT encompasses all flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.N.B. OAT can include civil flights such as test-flights which require some deviation from ICAO rules to satisfy their operational requirements.Eurocontrol (Flexible Use of Airspace Handbook).				*ADREP*
Aerodrome Rescue Fire Service category published	Fire	Predefined Value List		119
Aerodrome category for rescue and fire fighting is explained under entry for RFS provided. ICAO Annex 14. This describes the category that was published.				*ADREP*
Flight number (airline operation)	Aircraft	Manual Entry		120
The flight number used for airline operations.				*ADREP*
The flight phase in which the occurrence took place	History of flight	Predefined Value List		121
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.				*ADREP*
Floatation time aircraft	Ditching	Predefined Value List		122
This section calls for an entry indicating if the aircraft floated for sufficient time to allow the occupants to escape, i.e. did not sink, sank immediately, sank during evacuation or sank after evacuation.				*ADREP*
Weather information phase of flight	Weather	Predefined Value List		123
The flight phase of the aircraft for which the meteorological information is provided.				*ADREP*
Fire fuel source	Fire	Predefined Value List		124
The source of the fuel that fed the fire.				*ADREP*
Recommended fuel type	Aircraft	Predefined Value List		125
The recommended fuel type for this engine.				*ADREP*
Type of fuel used	Aircraft	Predefined Value List		126
The type of fuel used on this flight.				*ADREP*
Global Navigation Satellite System installed	Aircraft	Predefined Value List		128
GNSS is a worldwide position and time determination system that includes one or more satellite constellations, aircraft receivers and system integrity monitoring, augmented as necessary to support the required navigation performance for the intended operation.				*ADREP*
Ground Proximity Warning System installed	CFIT	Predefined Value List		130
Information whether a ground proximity warning system was installed in the aircraft. *A GPWS [ground proximity warning system] is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.*				*ADREP*
Ground Proximity Warning System operated	CFIT	Predefined Value List		131
Information whether a ground proximity warning system installed operated or not. *A GPWS [ground proximity warning system] is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.*				*ADREP*
Ground Proximity Warning System required	CFIT	Predefined Value List		132

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Information on the aircraft identification and description.

Information whether this aircraft was required to have a ground proximity warning system installed or not. *A GPWS [ground proximity warning system] is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.*				*ADREP*
Type/mark of Ground Proximity Warning System	CFIT	Manual Entry		133
Information on the type/mark of the ground proximity warning system installed on the aircraft. *A ground proximity warning system is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.*				*ADREP*
Ground Proximity Warning System warning given	CFIT	Predefined Value List		134
Information on the type of warning that was given by the ground proximity warning system on this aircraft. *A GPWS [ground proximity warning system] is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.*				*ADREP*
Evacuation hampered by	Survival	Predefined Value List	Yes	135
Provide a list of all the impediments to the evacuation regardless of whether or not the evacuation was successful.				*ADREP*
Heads up display installed	History of flight	Predefined Value List		137
Information whether a heads-up display was installed or not. A Heads-up display is an airborne instrument system which presents sufficient information and guidance in a specific area of the aircraft windshield, superimposed for a conformal view with the external visual scene and which permits the pilot to manoeuvre the aircraft manually by reference to that information and guidance alone to at least the same degree of performance and reliability as that required for the automatic flight control system acceptable for the category of operation concerned.				*ADREP*
Heads up display used	History of flight	Predefined Value List		138
Information whether a heads up display was used in this aircraft. A heads up display is an airborne instrument system which presents sufficient information and guidance in a specific area of the aircraft windshield, superimposed for a conformal view with the external visual scene and which permits the pilot to manoeuvre the aircraft manually by reference to that information and guidance alone to at least the same degree of performance and reliability as that required for the automatic flight control system acceptable for the category of operation concerned.				*ADREP*
Headwind loss	Weather	Manual Entry		139
The amount of negative windshear experienced in knots or km/h. *Wind is the air motion relative to the earth's surface.*				*ADREP*
CVR - hot microphone installed	Recording Devices	Predefined Value List		141
Information whether a cockpit voice recorder "hot", i.e. permanently recording, microphone was installed.				*ADREP*
Icing intensity	Weather	Predefined Value List		142
The intensity of the icing conditions encountered.				*ADREP*
Ignition source of the fire	Fire	Predefined Value List		143
The ignition source of the fire.				*ADREP*
Initial location of the fire/smoke/fumes	Fire	Predefined Value List		144
The initial location of the fire.				*ADREP*
Injuries total cabin crew	Injuries	Manual Entry		145
The total number of cabin crew injured on this aircraft.				*ADREP*

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Information on the aircraft identification and description.

Injuries total co-pilots	Injuries	Manual Entry		146
The total number of co-pilots injured on this aircraft. Co-pilot. A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.				*ADREP*
Injuries total crew total	Injuries	Manual Entry		147
The total number of crew who were injured on this aircraft.				*ADREP*
Injuries total other flight crew	Injuries	Manual Entry		148
The total number of flight crew, excluding the pilot and co-pilot, who were injured on this aircraft. Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during flight time. ICAO Annex 1. This also includes a student pilot under contol of an instructor.				*ADREP*
Injuries total passengers	Injuries	Manual Entry		149
The total number of passengers on board this aircraft who were injured in the occurrence.				*ADREP*
Injuries total pilot-in-command	Injuries	Manual Entry		150
The total number of pilots-in-command on board who were injured on this aircraft. By definition this number is either 0 (i.e. not injured) or 1.				*ADREP*
Total number of injured persons other than the aircraft's crew or passengers	Injuries	Manual Entry		151
Total number of injured persons affected by an aircraft accident or incident other than the aircraft's crew or passengers.				*ADREP*
Grand total	Injuries	Manual Entry		152
The total number of persons involved in the occurrence i.e. the sum of the persons on this aircraft, the other aircraft plus the persons on the ground who were injured (third party injury). Note, the apparent inconcistency regarding the treatment of persons on the ground is caused by the exclusion of the non-injuried perons on the ground as their number cannot be determined.				*ADREP*
Injuries total unknown	Injuries	Manual Entry		153
The total number of persons sustaining unknown injuries in the occurrence.				*ADREP*
Injuries unknown cabin crew	Injuries	Manual Entry		154
The total number of cabin crew sustaining unknown injuries on this aircraft.				*ADREP*
Injuries unknown co-pilot	Injuries	Manual Entry		155
The total number of co-pilots sustaining unknown injuries on this aircraft. Co-pilot. A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.				*ADREP*
Injuries unknown crew total	Injuries	Manual Entry		156
The total number of crew sustaining unknown injuries on this aircraft.				*ADREP*
Injuries unknown other flight crew	Injuries	Manual Entry		157
The total number of unknown injuries to the flight crew excluding the pilot and co-pilot. Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during flight time. ICAO Annex 1. This also includes a student pilot under contol of an instructor.				*ADREP*
Injuries unknown passengers	Injuries	Manual Entry		158
The total number of passengers sustaining unknown injuries on this aircraft.				*ADREP*
Injuries unknown pilot-in-command	Injuries	Manual Entry		159
The total number of pilots-in-command sustaining unknown injuries on this aircraft. This must be either "0" or 1 as there cannot be more than one pilot-in-command on board.				*ADREP*
Total number of unknown injured persons other than the aircraft's crew or passengers	Injuries	Manual Entry		160
Total number of unknown injured persons affected by an aircraft accident or incident other than the aircraft's crew or passengers.				*ADREP*
Injuries unknown total	Injuries	Manual Entry		161

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Information on the aircraft identification and description.

The total number of persons that sustained unknown injuries in the occurrence. This is the sum of the unknown injuries of persons on board of the aircraft involved plus the total number of unknown injuries on the ground.				*ADREP*
Injuries unknown unknown	Injuries	Manual Entry		162
The number of persons of unknown category (i.e. it could not be determined whether they were crew, passengers, or third parties) who sustained injuries in the occurrence.				*ADREP*
Emergency lighting installed on the aircraft	Survival	Predefined Value List		163
The information whether an emergency lighting system was installed on the aircraft.				*ADREP*
Instrument landing procedure	History of flight	Predefined Value List		164
Instrument landing procedure, e.g. straight in, circling or side-step.				*ADREP*
Instrument approach type	History of flight	Predefined Value List		165
The type of instrument approach, e.g. ILS complete or MLS.				*ADREP*
Landing gear type	Aircraft	Predefined Value List		166
The type of landing gear installed on this aircraft, e.g. fixed, skis or floats.				*ADREP*
Last departure point	History of flight	Predefined Value List		167
The aerodrome or place from which the flight originated.				*ADREP*
Flight data recorder - location	Recording Devices	Predefined Value List		169
The location where the flight data recorder was installed in the aircraft.				*ADREP*
Wreckage location related to aerodrome	Wreckage	Predefined Value List		170
The location where the aircraft came to rest in relation to the aerodrome in use, i.e. less than 10 km from the aerodrome, more than 10 km from the aerodrome or on the aerodrome/airstrip.				*ADREP*
Cockpit voice recorder - location	Recording Devices	Predefined Value List		171
The location in the aircraft where the cockpit voice recorder had been installed.				*ADREP*
Location of the landing	History of flight	Predefined Value List		172
The general description of the location of a landing, to capture whether the landing was on/off an aerodrome or on water etc.				*ADREP*
Wreckage site locating method	Survival	Predefined Value List		173
The method by which the wreckage site was found.				*ADREP*
Maintenance documents	Maintenance	Predefined Value List		174
Information on the status of the maintenance documentation, i.e. up-to-date or not. *E.g.: Maintenance release. A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.*				*ADREP*
Maximum take-off mass	Aircraft	Manual Entry		175
The maximum permissible take-off mass of the aircraft according to the Certificate of Airworthiness, the flight manual or other official document.				*ADREP*
Microburst	Weather	Predefined Value List		178
A microburst is a strong localized downdraft that induces a sudden outflow of damaging horizontal winds on or near the surface with a horizontal extent between 0.4 and 4 km. ICAO Circular 186 - Wind Shear. *US:A small downburst, less than 2 1/2 miles in diameter and lasting 2 to 5 minutes.* *A strong downburst greater that 4 km across in called a "macroburst".*				*ADREP*
Minima call-out made	CFIT	Predefined Value List		179
Information whether a callout was made when the approach minima were reached. *Minimum descent altitude (MDA) or minimum descent height (MDH). A specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference.*				*ADREP*
Minor injuries cabin crew	Injuries	Manual Entry		180

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Information on the aircraft identification and description.

The total number of cabin crew on this aircraft sustaining minor injuries.				*ADREP*
Minor injuries co-pilot	Injuries	Manual Entry		181
The total number of co-pilots on this aircraft sustaining minor injuries. Co-pilot. A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.				*ADREP*
Minor injuries crew total	Injuries	Manual Entry		182
The total number of flight crew members on this aircraft sustaining minor injuries.				*ADREP*
Minor injuries other flight crew	Injuries	Manual Entry		183
The total number of minor injuries to the flight crew on this aircraft, excluding the pilot and co-pilot. Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during flight time. ICAO Annex 1. This also includes a student pilot under contol of an instructor.				*ADREP*
Minor injuries passengers	Injuries	Manual Entry		184
The total number of passengers on this aircraft sustaining minor injuries.				*ADREP*
Minor injuries pilot-in-command	Injuries	Manual Entry		185
The total number of pilots-in-command on this aircraft sustaining minor injuries. N.B. This number is either "0", i.e. the pilot did not sustain any minor injuries or "1".				*ADREP*
Total number of minor injured persons other than the aircraft's crew or passengers	Injuries	Manual Entry		186
Total number of minor injured persons affected by an aircraft accident or incident other than the aircraft's crew or passengers.				*ADREP*
Minor injuries total	Injuries	Manual Entry		187
The total number of persons that sustained minor injuries in the occurrence.				*ADREP*
Minor injuries unknown	Injuries	Manual Entry		188
The number of persons of unknown category (i.e. it could not be determined whether they were crew, passengers, or third parties) who sustained minor injuries in the occurrence.				*ADREP*
Mountain wave intensity	Weather	Predefined Value List		189
A mountain wave is the result of the surface wind being deflected upward by a barrier of high ground. The resulting airflow descends, some distance after crossing the highest ground, to approximately its original level. Such disturbances create turbulence, down drafts, temperature variations and localised precipitation.				*ADREP*
No injuries cabin crew	Injuries	Manual Entry		190
The total number of cabin crew on this aircraft that were not injured.				*ADREP*
No injuries co-pilot	Injuries	Manual Entry		191
The total number of co-pilots on this aircraft that were not injured. Co-pilot. A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.				*ADREP*
No injuries crew total	Injuries	Manual Entry		192
The total number of crew on this aircraft that were not injured.				*ADREP*
No injuries other flight crew	Injuries	Manual Entry		193
The total number of other flight crew (i.e. flight excluding pilot and co-pilot) on this aircraft that were not injured. This also includes a student pilot under contol of an instructor.				*ADREP*
No injuries passengers	Injuries	Manual Entry		194
The total number of passenger aircraft that were not injured.				*ADREP*
No injuries pilot-in-command	Injuries	Manual Entry		195
The total number of pilots-in-command on this aircraft that were not injured. By definition this number is either 0 (i.e. not fatally injured) or 1.				*ADREP*
No injuries persons other than the aircraft's crew or passengers	Injuries	Manual Entry		196
***** this field is not used.* *N.B. do not provide any data in this field. By definition, persons other than the aircraft's crew or passengers not injured in the occurrence are not involved in the occurrence as well.*				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
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Information on the aircraft identification and description.				
No injuries total	Injuries	Manual Entry		197
The total number of persons in the occurrence that were not injured. This includes persons on this aircraft only.				*ADREP*
No injuries unknown	Injuries	Manual Entry		198
The total number of persons of unknown category that were not injured.				*ADREP*
Non-fatal injuries caused by burns	Injuries	Manual Entry		199
The number of survivors that were injured by burns.				*ADREP*
Non-fatal injuries caused by fumes or gasses	Injuries	Manual Entry		201
The number of survivors that were injured by fumes or gasses.				*ADREP*
Non-fatal injuries caused by impact	Injuries	Manual Entry		202
The number of survivors that were injured by impact.				*ADREP*
Non-fatal injuries caused by shock or exposure	Injuries	Manual Entry		203
The number of survivors that were injured by shock or exposure.				*ADREP*
Non-fatal injuries caused by other reasons	Injuries	Manual Entry		204
The number of survivors that were injured by causes other than burns, fumes, gases, impact or shock/exposure.				*ADREP*
Non-fatal injuries caused by unknown reasons	Injuries	Manual Entry		205
The number of survivors that were injured by unknown causes.				*ADREP*
Number of restraint systems that failed	Survival	Manual Entry		206
Information on the number of restraint systems that failed on this aircraft				*ADREP*
Number of seats that failed	Survival	Manual Entry		207
Information on the number of seats that failed on this aircraft.				*ADREP*
CVR - number of channels	Recording Devices	Manual Entry		208
Information on the number of channels which are recorded on the cockpit voice recorder.				*ADREP*
Number of engines	Aircraft	Manual Entry		209
Information on the number of engines of this aircraft.				*ADREP*
FDR - number of parameters	Recording Devices	Manual Entry		210
Information on the number of parameters recorded by the flight data recorder.				*ADREP*
Number of persons evacuated	Survival	Manual Entry		211
Information on the number of persons evaluated from the aircraft. *N.B. Evacuation means the leaving of the aircraft through approved exits and using approved means following the aircraft evacuation procedure. Escape from the wreckage through breaks in the fuselage is not what is meant by "evacuation".*				*ADREP*
Occurrence on ground	History of flight	Predefined Value List		213
An indication of whether the aircraft was airborne or not at the time of the occurrence.				*ADREP*
Operation type	Operation	Predefined Value List		214
The type of operation indicates whether this was a public transport operation (airline operation) or a general aviation flight.				*ADREP*
The name of the operator	Operation	Predefined Value List		215

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Information on the aircraft identification and description.

The name of the aircraft operator exercising operational control over the flight (this should be entered for airline operations). *State of the operator: The State that issued the Air Operation Certificate (AOC) of the operator.* *Annex 6: Part I: Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.* *Operational control: The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.* *State of the Operator: The State which has issued the Air Operator Certificate (AOC).*				*ADREP*
Operator type (general aviation)	Operation	Predefined Value List		216
Information on the type of general aviation operator, e.g. whether it was a rental organization, a flying club or a government agency.				*ADREP*
Passenger restraint system	Survival	Predefined Value List		217
Information on the type of restraint system available to the passengers, e.g. a lap belt or a system with upper body restraint.				*ADREP*
Categories of persons on whom autopsies have been performed	Injuries	Predefined Value List	Yes	218
Information on which categories of persons autopsies have been performed.				*ADREP*
Pilot-in-command charts available	CFIT	Predefined Value List		219
Information whether charts were available to the pilot-in-command.				*ADREP*
Pilot-in-command charts minimum altitude contours	CFIT	Predefined Value List		220
Information whether the charts of the pilot-in-command provided minimum altitude contours.				*ADREP*
Pilot charts provider name	CFIT	Manual Entry		221
Information on the name of the provider of the charts of the pilot-in-command. Entered in free text.				*ADREP*
Pilot-in-command charts terrain contours	CFIT	Predefined Value List		222
Information whether the charts available to the pilot-in-command provided terrain contours. Contour line. A line on a map or chart connecting points of equal elevation.				*ADREP*
Charts different from pilot-in-command to co-pilot	CFIT	Predefined Value List		223
Information indicating whether the charts available to the pilot-in-command differed from those charts available to the co-pilot.				*ADREP*
Pilot-in-command altimeter type	CFIT	Predefined Value List		224
The type of altimeter available to the pilot-in-command, e.g. counter, drum pointer, drum pointer or 3 pointer altimeter.				*ADREP*
Pilot-in-command restraint system	Survival	Predefined Value List		225
The availability and use of restraint systems for the pilot-in-command.				*ADREP*
Specific pitch angle ground impact	Wreckage	Manual Entry		226
The pitch angle of the aircraft at the time of impact with the ground (in degrees).				*ADREP*
Pitch attitude ground impact	Wreckage	Predefined Value List		227
The pitch attitude of the aircraft at the time of impact with the ground, e.g. nose up, nose down or nose level.				*ADREP*
Planned destination	History of flight	Predefined Value List		228
The place of intended landing.				*ADREP*
Wreckage position (graph)	Wreckage	Predefined Value List		229
The number, showing the position of the wreckage in relation to the runway in use, plotted on the diagram on the wreckage position page.				*ADREP*
Precision approach category flown	History of flight	Predefined Value List		231
The category of the precision approach that was flown. *Precision approach procedure : a standard instrument approach procedure in which an electronic glide slope is provided, such as ILS and PAR. (FAA)*				*ADREP*

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Information on the aircraft identification and description.

Aircraft propulsion type	Aircraft	Predefined Value List		232
The type of propulsion system used by this aircraft, e.g. reciprocating engine or turbo-fan engine.				*ADREP*
RFS extinguishing agent quantity	Fire	Manual Entry		233
The total amount of extinguishing agent expanded by the aerodrome rescue fire service.				*ADREP*
Volume of fuel on board	Aircraft	Manual Entry		234
The quantity of fuel on board the aircraft at the time of the occurrence. This information is particularly important for occurrences involving fires.				*ADREP*
Radio altimeter provided	CFIT	Predefined Value List		235
Information indicating whether or not a radio altimeter provided in this aircraft.				*ADREP*
FDR - reason for data loss	Recording Devices	Predefined Value List		237
In cases where all or some of the data was not recovered from the flight data recorder, provide the most important reason for the loss of data.				*ADREP*
Reasons why the ARFS ineffective	Fire	Predefined Value List	Yes	238
Select from menu the main reason why the aerodrome rescue fire service's fire fighting efforts were not effective.				*ADREP*
Reasons chutes/slides not effective	Survival	Predefined Value List	Yes	239
Provide the reasons why the escape chutes/escape slides were not effective.				*ADREP*
CVR - reason for data loss	Recording Devices	Predefined Value List		240
In cases where the cockpit voice recording was not recovered in full, provide the most important reason why the recovery was not achieved. Reasons include fire damage, impact damage and pre-occurrence recorder failure.				*ADREP*
CVR - recording medium	Recording Devices	Predefined Value List		241
The medium on which the cockpit voice recorder recorded.				*ADREP*
FDR - recording medium	Recording Devices	Predefined Value List		242
The medium on which the flight data recorder recorded.				*ADREP*
The recovery status of the aircraft	Wreckage	Predefined Value List		243
The recovery status of the aircraft, i.e. whether the aircraft was recovered in full, partially or not at all.				*ADREP*
Aircraft registration	Aircraft	Manual Entry		244
The mark used to identify an aircraft. The mark consists of a common mark or nationality mark followed by a registration mark. The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State of Registry by the International Telecommunication Union. The nationality mark shall be notified to the International Civil Aviation Organization. The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by the State of Registry or common mark registering authority. When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code, and with the distress signal SOS, or other similar urgent signals, for example XXX, PAN and TTT. Rules regarding registration marks do not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload. ICAO Annex 7				*ADREP*
Relative wind direction	Weather	Predefined Value List		245
The direction of the wind relative to the flight path of the aircraft, i.e. crosswind, headwind, tailwind, quartering headwind or quartering tailwind. *Wind is the air motion relative to the earth's surface.*				*ADREP*
Relevant TAS route segment	History of flight	Manual Entry		246
Relevant traffic advisory system route segment.				*ADREP*
Requested altitude	Air Traffic Services	Manual Entry		247
The altitude requested by the aircraft for the portion of the flight at the time of the occurrence. *N.B. the value is irrespective of whether the clearance to fly at the altitude had been granted.* *Altitude is the vertical distance of the aircraft measured from mean sea level.*				*ADREP*

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Information on the aircraft identification and description.

Requested flight level		Air Traffic Services	Manual Entry	248
The flight level requested by the aircraft for the portion of the flight at the time of the occurrence. N.B. The value is irrespective of whether the clearance to fly at the flight level had been granted. *Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.* *Note 1. - A pressure type altimeter calibrated in accordance with the standard atmosphere:* *a) when set to a QNH altimeter setting, will indicate altitude;* *b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;* *c) when set to a pressure 1 013.2 hPa, may be used to indicate flight levels.* *Note 2. - The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.*				*ADREP*
Requested height		Air Traffic Services	Manual Entry	249
The height requested by the aircraft for the portion of the flight at the time of the occurrence. N.B. The value is rrespective of whether the clearance to fly at the height had been granted. *Height is the vertical distance of the aircraft measured from a specified datum.*				*ADREP*
Specific roll angle ground impact		Wreckage	Manual Entry	250
The roll angle of the aircraft at impact [in degrees].				*ADREP*
Roll attitude at ground impact		Wreckage	Predefined Value List	251
Roll attitude of the aircraft at ground impact, i.e. inverted, moderate bank, slight bank, steep bank or wings level.				*ADREP*
The direction in which the aircraft left the runway		Wreckage	Predefined Value List	252
The direction in which the aircraft left the runway.				*ADREP*
Aircraft serial number		Aircraft	Manual Entry	254
The serial number of the aircraft (free text field).				*ADREP*
Serious injuries cabin crew		Injuries	Manual Entry	255
The number of cabin crew who were seriously injured in this aircraft. For the definition of 'serious injury' see 'serious' under 'injury level'.				*ADREP*
Serious injuries co-pilot		Injuries	Manual Entry	256
The number of co-pilots who were seriously injured in this aircraft. Co-pilot. A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction. *For the definition of 'serious injury' see 'serious' under 'injury level'.*				*ADREP*
Serious injuries crew total		Injuries	Manual Entry	257
The number of crew members who were seriously injured in this aircraft. *For the definition of 'serious injury' see 'serious' under 'injury level'.*				*ADREP*
Serious injuries other flight crew		Injuries	Manual Entry	258
The total number of serious injuries to the flight crew on this aircraft, excluding the pilot and co-pilot. Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during flight time. ICAO Annex 1. This also includes a student pilot under contol of an instructor. *For the definition of 'serious injury' see 'serious' under 'injury level'.*				*ADREP*
Serious injuries passengers		Injuries	Manual Entry	259
The number of passengers who were seriously injured in this aircraft. *For the definition of 'serious injury' see 'serious' under 'injury level'.*				*ADREP*
Serious injuries pilot-in-command		Injuries	Manual Entry	260
The number of pilots-in-command who were seriously injured in this aircraft. By definition this number is either 0 (i.e. not fatally injured) or 1. *For the definition of 'serious injury' see 'serious' under 'injury level'.*				*ADREP*
Total number of seriously injured persons other than the aircraft's crew or passengers		Injuries	Manual Entry	261
Total number of seriously injured persons affected by an aircraft accident or incident other than the aircraft's crew or passengers.				*ADREP*

Aircraft 4

Information on the aircraft identification and description.

Serious injuries total	Injuries	Manual Entry		262
The total number of persons seriously injured in the occurrence. For the definition of 'serious injury' see 'serious' under 'injury level'.				*ADREP*
Serious injuries unknown	Injuries	Manual Entry		263
The number of persons of unknown category who were seriously injured in the occurrence. For the definition of 'serious injury' see 'serious' under 'injury level'.				*ADREP*
Standard instrument departure	History of flight	Manual Entry		264
Standard instrument departure: A designated instrument flight rule (IFR) departure route linking the aerodrome or a specified runway of the aerodrome with a specified significant point, normally on a designated ATS route, at which the en-route phase of a flight commences. PANS-OPS/I, PANS-OPS/II.				*ADREP*
Pilot advised of significant weather	Weather	Predefined Value List		265
Information whether the pilot was aware of information concerning en-route weather phenomena which may affect the safety of aircraft operations (SIGMET) *SIGMET: Meteorological information issued concerning weather significant to the safety of aircraft. SIGMET advisories include the following:* *(a) active thunderstorm areas or lines of thunderstorms;* *(b) hurricanes, tropical storms;* *(c) moderate hail;* *(d) severe turbulence;* *(e) severe icing;* *(f) marked mountain waves;* *(g) widespread sandstorms and dust storms;* *(h) volcanic ash;* *(i) severe squall lines;* *(j) low-level wind shear; and* *(k) tornadoes or waterspouts.* • *abbreviation: SIGMET*				*ADREP*
Smoke goggles usage	Fire	Predefined Value List		267
Information whether smoke goggles were used by the flight crew.				*ADREP*
Smoke hoods usage	Fire	Predefined Value List		268
Information whether smoke hoods were used by the flight crew.				*ADREP*
Smoke masks usage	Fire	Predefined Value List		269
Information whether smoke masks were used by the flight crew.				*ADREP*
Special ATC procedures	Wreckage	Predefined Value List	Yes	270
To indicate what special procedures were in use at the time of the occurrence. Special procedures include: experimental procedures, land after, land and hold short and simultaneous intersecting runway operations.				*ADREP*
Specific impact angle	Wreckage	Manual Entry		271
The angle between the flight path and the surface at impact (in degrees).				*ADREP*
Speed at ground impact	Wreckage	Manual Entry		272
The speed of the aircraft at ground impact in km/h.				*ADREP*
Speed at first event	History of flight	Manual Entry		273
The aircraft speed at the first event.				*ADREP*
Speed level at ground impact	Wreckage	Predefined Value List		274
Information on the general measure of the speed at impact, i.e. high, low or unknown. To be used when precise information is not at hand.				*ADREP*
Type of speed at first event	History of flight	Predefined Value List		276
The type of speed at the first event, e.g. indicated air speed or ground speed.				*ADREP*
Secondary surveillance radar code	History of flight	Manual Entry		277

Aircraft 4

Information on the aircraft identification and description.

The code entered by the aircraft flight crew to identify the aircraft return on the SSR. SSR is a surveillance radar which uses transmitters / receivers (interrogators) and transponders. It had its beginnings in wartime Identification Friend or Foe (IFF) systems, and transmits pulses of energy which trigger a response from an airborne transponder, with range and bearing obtained in the same way as primary radar.				*ADREP*
Secondary surveillance radar mode	History of flight	Predefined Value List		278
Secondary surveillance radar (SSR) mode, e.g. A, C or S. SSR Mode A is the basic ATC mode. SSR Mode C is used to obtain pressure altitude from the aircraft automatically. SSR Mode S makes available an air-ground data link, which could be used for ATS purposes in the high density airspace, in addition to its use for surveillance. ICAO Doc 9426.				*ADREP*
Standard instrument arrival route	History of flight	Manual Entry		279
A standard instrument arrival route is a designated instrument flight rule arrival route linking a significant point, normally on an air traffic services route, with a point from which a published instrument approach procedure can be commenced. PANS-OPS/I.				*ADREP*
The phase of flight during which the fire/smoke/fumes started	Fire	Predefined Value List		280
The phase of flight during which the fire/smoke/fumes on board this aircraft started.				*ADREP*
Aircraft State of registry	Aircraft	Predefined Value List		281
State of Registry. The State on whose register the aircraft is entered.				*ADREP*
Length wreckage trail	Wreckage	Manual Entry		282
The distance from the first ground contact made in the occurrence to the point where the aircraft came to rest.				*ADREP*
Surface type where aircraft came to rest	Wreckage	Predefined Value List	Yes	283
Information on the surface type where aircraft came to rest, e.g. snow/ice, tall vegetation, open waste or built up area.				*ADREP*
Survivability in the aircraft	Survival	Predefined Value List		284
Information whether, in the judgement of the investigation, the accident was capable of being survived. Whether anyone was fatally injured is not the essence of this question as there may not be any survivors in a survivable accident.				*ADREP*
Fire warning system aircraft availability	Fire	Predefined Value List		285
Information whether there was a fire warning system available in this aircraft.				*ADREP*
Fire warning system aircraft operation	Fire	Predefined Value List		286
Information regarding the operation of the fire warning system available in this aircraft.				*ADREP*
Distance threshold to aircraft exit point	Wreckage	Manual Entry		288
The distance from the threshold to the point where the aircraft left the runway. Only enter in those cases where the aircraft exited the runway without using the approved runway exits. Threshold. The beginning of that portion of the runway usable for landing.				*ADREP*
Aerodrome rescue fire service time to alert	Fire	Manual Entry		289
The interval between the time of the occurrence and the receipt of the alert by the aerodrome rescue fire service.				*ADREP*
ARFS time to intervention	Fire	Manual Entry		290
The time in hours from the receipt of the alert of the rescue fire service to when fire fighting operations commenced.				*ADREP*
Aircraft total time	Maintenance	Manual Entry		291
The total time of use of this aircraft in hours.				*ADREP*
True airspeed at first event	History of flight	Manual Entry		292
The true airspeed at the first event. True airspeed: The speed of the aeroplane relative to undisturbed air. ICAO Annex 6.				*ADREP*
Turbulence intensity	Weather	Predefined Value List		293

Aircraft 4

Information on the aircraft identification and description.

The intensity of the turbulence: light, moderate or severe. Turbulence: The irregular and instantaneous motions of air which is made up of a number of small of eddies that travel in the general air current. Atmospheric turbulence is caused by random fluctuations in the wind flow. It can be caused by thermal or convective currents, differences in terrain and wind speed, along a frontal zone, or variation in temperature and pressure.				*ADREP*
Turbulence type	Weather	Predefined Value List		294
Information on the type of turbulence, i.e. whether this was clear air turbulence (CAT) or turbulence in cloud. Turbulence:The irregular and instantaneous motions of air which is made up of a number of small of eddies that travel in the general air current. Atmospheric turbulence is caused by random fluctuations in the wind flow. It can be caused by thermal or convective currents, differences in terrain and wind speed, along a frontal zone, or variation in temperature and pressure.				*ADREP*
FDR - type	Recording Devices	Predefined Value List		295
The type of flight data recorder, whether this was an analogue or a digital recorder.				*ADREP*
Terrain type where aircraft came to rest	Wreckage	Predefined Value List		296
Information on the type of terrain where the aircraft came to rest, e.g. hilly, level/flat, mountainous, rolling or water covered.				*ADREP*
Flight plan type	History of flight	Predefined Value List		297
The type of flight plan filed by this aircraft. Flight plan :Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.				*ADREP*
Type of landing	History of flight	Predefined Value List		298
Information whether this was other than a normal landing, e.g. a forced, a precautionary or a simulated forced landing.				*ADREP*
FDR - underwater locator beacon	Recording Devices	Predefined Value List		300
Information regarding the equippage and functioning of a underwater recorder beacon (pinger) attached to the flight data recorder.				*ADREP*
CVR - underwater locator beacon	Recording Devices	Predefined Value List		301
Information regarding the equippage and functioning of a underwater recorder beacon (pinger) attached to the cockpit voice recorder.				*ADREP*
Unspecified injuries caused by burns	Injuries	Manual Entry		302
The total number unspecified injuries caused by burns, use only when it cannot be determined whether the injuries caused by burns were fatal or not.				*ADREP*
Unspecified injuries-drowning	Injuries	Manual Entry		303
The total number unspecified injuries caused by drowning, use only when it cannot be determined whether the injuries caused by drowning were fatal.				*ADREP*
Unspecified injuries caused by fumes/gasses	Injuries	Manual Entry		304
The total number unspecified injuries caused by exposure to, or inhalation of, fumes and gases, use only when it cannot be determined whether the injuries caused by fumes and gases were fatal.				*ADREP*
Unspecified injuries caused by impact	Injuries	Manual Entry		305
The total number unspecified injuries caused by impact trauma, use only when it cannot be determined whether the injuries caused by impact trauma were fatal.				*ADREP*
Unspecified injuries caused by other reasons	Injuries	Manual Entry		306
The total number unspecified injuries caused by reasons other than impact, burns or shock/exposure. Use only when it cannot be determined whether these injuries were fatal.				*ADREP*
Unspecified injuries caused by shock or exposure	Injuries	Manual Entry		307
The total number unspecified injuries caused by shock or exposure, use only when it cannot be determined whether the injuries caused by shock or exposure were fatal.				*ADREP*
Unspecified injuries caused by unknown reasons	Injuries	Manual Entry		308

Aircraft 4

Information on the aircraft identification and description.

The total number unspecified injuries caused by reasons unknown. N.B. With the exception of cases where the aircraft is missing and injuries are presumed, the use of this field should be avoided as the investigation should be able to determine the severity of the injury as well as its nature.				*ADREP*
The type of visual approach slope indicator used	History of flight	Predefined Value List		309
Aerodrome/heliport visual approach slope indicator [VASI]/precision approach path indicator [PAPI]. *VASIS:An approach slope indicator system consisting of four light units situated on the left side of the runway in the form of two wing bars referred to as the upwind* *and downwind wing bars. The aircraft is on slope if the upwind bar shows red and the downwind bar shows white, too high if both bars show white, and too* *low if both bars show red. Some aerodromes serving large aircraft have three-bar visual approach slope indicator systems (VASIS), which provide two visual* *glide paths (GP) to the same runway. The visual approach slope indicator system can be situated so as to provide three types of eye-to-wheel height (EWH):* *V1 (10 ft), V2 (25 ft) and V3 (25 ft and 45 ft).*				*ADREP*
Visibility restrictions	Weather	Predefined Value List	Yes	311
Visibility for aeronautical purposes is the greater of: a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background; b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background. *N.B. The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).*				*ADREP*
Visual approach type	History of flight	Predefined Value List		312
The type of visual approach, e.g. straight in or traffic pattern.				*ADREP*
Wake turbulence category	Aircraft	Predefined Value List		313
Wake turbulence categories are allocated according to the maximum certificated take-off mass of the aircraft by which it is generated: HEAVY (H) - all aircraft types of 136 000 kg or more; MEDIUM (M) - aircraft types less than 136 000 kg but more than 7 000 kg; and LIGHT (L) - aircraft types of 7 000 kg or less. ICAO Doc 9426.				*ADREP*
Water depth where aircraft came to rest	Wreckage	Manual Entry		315
The depth of water [if any] at the point where aircraft came to rest. Only fill in if the aircraft came to rest in water.				*ADREP*
Weather forecast	Weather	Predefined Value List		318
A weather forecast is a statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace. ICAO Annex 11. *This field is used to collect information about the level of correctness of the weather forecast for this aircraft.*				*ADREP*
Mass group	Aircraft	Predefined Value List		319
The mass group of the aircraft based on the maximum certificated take-off mass. *Groups are:* *0 - 2250 kg* *2251 - 5700 kg* *5701 - 27000 kg* *27001 - 272000 kg* *>272000 kg* *Mass: A quantity characteristic of a body, which relates the attraction of this body toward another body. Since the mass of a body is not fixed in magnitude, all masses are referred to the standard kilogram, which is a lump of platinum.* *Mass of a body always has the same value; weight changes with change in the acceleration of gravity.* *Note: Near the earth, the force of gravity creates a condition where mass is equal to weight. Thus the confusion and the often inter-changeability of Mass &Weight.*				*ADREP*
Windshear	Weather	Predefined Value List		323
Information whether there was windshear and, if so, its intensity. *Windshear: "A change in wind speed and/or direction in space, including updrafts and downdrafts". ICAO Circular 186 - Wind Shear.*				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aircraft				**4**
Information on the aircraft identification and description.				
Windshear alert installed	Weather	Predefined Value List		324
Information whether a windshear alert system was installed at the location.				*ADREP*
Wreckage location across	Wreckage	Manual Entry		325
The location of the wreckage measured as the distance from the centre line of the runway in use. Use positive numbers for displacement to the right and negative for displacements to the left. (Cartesian co-ordinates, x-axis being the runway). The co-ordinates of a point (in a plane) are its distances from two fixed intersecting straight lines (the axes of co-ordinates), the distance from each axis being measured in a direction parallel to the other axis.				*ADREP*
Wreckage location along	Wreckage	Manual Entry		326
The distance of the point where the aircraft came to rest from the threshold of the runway measured along the runway. (Cartesian co-ordinates, x-axis being the runway). The co-ordinates of a point (in a plane) are its distances from two fixed intersecting straight lines (the axes of co-ordinates), the distance from each axis being measured in a direction parallel to the other axis.				*ADREP*
Year of aircraft manufacture	Aircraft	Manual Entry		327
The year the aircraft was built.				*ADREP*
Runway visual range measured at the start of the runway	Weather	Manual Entry		505
Runway visual range is the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line. ICAO Annex 3. *Runway Visual Range (RVR)- An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway* *from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.* *1. Touchdown RVR- The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.* *2. Mid-RVR- The RVR readout values obtained from RVR equipment located midfield of the runway.* *3. Rollout RVR- The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.*				*ADREP*
Runway visual range measured at the middle of the runway	Weather	Manual Entry		614
Runway visual range is the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line. ICAO Annex 3. *Runway Visual Range (RVR)- An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway* *from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.* *1. Touchdown RVR- The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.* *2. Mid-RVR- The RVR readout values obtained from RVR equipment located midfield of the runway.* *3. Rollout RVR- The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.*				*ADREP*
Runway visual range measured at the end of the runway	Weather	Manual Entry		615

Aircraft 4

Information on the aircraft identification and description.

Runway visual range is the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line. ICAO Annex 3. *Runway Visual Range (RVR)- An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.* *1. Touchdown RVR- The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.* *2. Mid-RVR- The RVR readout values obtained from RVR equipment located midfield of the runway.* *3. Rollout RVR- The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.*				*ADREP*
Flight Status (STS)	Operation	Predefined Value List		620
Reason for special handling of flight				*ADREP*
The level of damage sustained by this aircraft	Consequences	Predefined Value List		635
The level of damage sustained by this aircraft. The highest level of damage is captured under the occurrence.				*ADREP*
Air Transport schedule type	Operation	Predefined Value List		637
Indicates whether this was a scheduled or non-scheduled flight.				*ADREP*
Air Transport domestic - international	Operation	Predefined Value List		638
Indicates whether this was an international or domestic flight.				*ADREP*
Parts of aircraft damaged	Bird/Wildlife Strike	Predefined Value List	Yes	643
The parts of the aicraft damaged by the bird strike				*ADREP*
Parts of aircraft struck	Bird/Wildlife Strike	Predefined Value List	Yes	644
The parts of the aircraft struck by the bird strike (but not necessarily damaged)				*ADREP*
Bird species description	Bird/Wildlife Strike	Predefined Value List		645
Generally the species of birds that were involved in the occurrence. *Note: Non-bird entries (mammal, reptile) are also included there.*				*ADREP*
Number of birds/wildlife seen	Bird/Wildlife Strike	Predefined Value List		646
The estimated number of birds or wildlife seen.				*ADREP*
Number of birds/wildlife struck	Bird/Wildlife Strike	Predefined Value List		647
The estimated number of birds/wildlife that struck the aircraft.				*ADREP*
Bird size	Bird/Wildlife Strike	Predefined Value List		648
The estimated size of the bird *(visual rendering based on average weight)*				*ADREP*
Pilot aware - birds	Bird/Wildlife Strike	Predefined Value List		649
Pilot advised of the presence of birds.				*ADREP*
The time the aircraft was out of service	Consequences	Manual Entry		650
The time the aircraft was out of service after an occurrence.				*ADREP*
The estimated cost of repair	Consequences	Manual Entry		651
The equivalent value in Euro (converted at the rate of the day of occurrence).				*ADREP*
The estimated loss of revenue	Consequences	Manual Entry		652
The equivalent value in Euro (converted at the rate of the day of occurrence).				*ADREP*

Aircraft 4

Information on the aircraft identification and description.

FDR - acquisition unit	Recording Devices	Predefined Value List		676
Information whether the flight data recorder was equipped with an acquisition unit.				*ADREP*
FDR - use of the data	Recording Devices	Predefined Value List	Yes	677
To indicate the type of operation(s) performed on the flight data recorder data and the type of output produced.				*ADREP*
FDR - part number	Recording Devices	Manual Entry		678
The part number of the flight data recorder.				*ADREP*
CVR - combined recorder	Recording Devices	Predefined Value List		679
Information whether the aockpit voice recorder was a combined recorder (including a flight data recorder).				*ADREP*
CVR - time information	Recording Devices	Predefined Value List		680
Indicates whether the time information was recorded on the cockpit voice recorder.				*ADREP*
CVR - part number	Recording Devices	Manual Entry		681
The part number of the cockpit voice recorder.				*ADREP*
Holding status	ATM	Predefined Value List		692
Holding procedure: A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.				*ADREP*
Holding entering time	ATM	Manual Entry		694
The holding entering time in UTC time.				*ADREP*
Holding leaving time	ATM	Manual Entry		716
The holding leaving time in UTC time.				*ADREP*
Mass of fuel on board	Aircraft	Manual Entry		742
The mass / weight of fuel on board the aircraft at the time of the occurrence. This information is particularly important for occurrences involving fires.				*ADREP*
<New Custom 757>	Custom	Predefined Value List	Yes	757
				CUSTOM
<New Custom 758>	Custom	Predefined Value List	Yes	758
				CUSTOM
<New Custom 759>	Custom	Manual Entry	Yes	759
				CUSTOM
<New Custom 760>	Custom	Manual Entry	Yes	760
				CUSTOM
<New Custom 761>	Custom	Manual Entry	Yes	761
				CUSTOM
<New Custom 781>	Custom	Predefined Value List	Yes	781
				CUSTOM
Autopilot	History of flight	Predefined Value List		804
Status of the auto pilot at first event.				*ADREP*
Auto throttle	History of flight	Predefined Value List		805
Status of the auto throttle at first event.				*ADREP*
Landing gear position	History of flight	Predefined Value List		806
Position of the landing gear at first event.				*ADREP*
Spoilers position	History of flight	Predefined Value List		807
Status of the spoilers position at first event.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aircraft				**4**
Information on the aircraft identification and description.				
Flaps position	History of flight	Manual Entry		808
Flaps position in degrees at first event.				*ADREP*
Weather radar	History of flight	Predefined Value List		809
Status of the weather radar at first event.				*ADREP*
Time spent deviating from cleared flight level	History of flight	Manual Entry		816
				ADREP
Cleared Flight Level after deviation.	History of flight	Manual Entry		817
To be indicated if different from Cleared Flight Level before deviation.				*ADREP*
Ash cloud visible	Ash cloud	Predefined Value List		876
				ADREP
Color of ash cloud	Ash cloud	Predefined Value List		877
				ADREP
Density of ash cloud	Ash cloud	Predefined Value List		878
				ADREP
Estimated duration of cloud encounter	Ash cloud	Manual Entry		879
				ADREP
Severity of cloud encounter	Ash cloud	Predefined Value List	Yes	880
				ADREP
<New Custom 926>	Custom	Predefined Value List	Yes	926
				CUSTOM
<New Custom 927>	Custom	Predefined Value List	Yes	927
				CUSTOM
Vertical speed at first event	History of flight	Manual Entry		932
The verticaal speed of the aircraft at the time of the first event.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aircraft Fire Suppression				**5**
Information on aircraft fire suppression system, extinguishing agent and their effectiveness.				
Effectiveness of the aircraft fire suppression system	Fire	Predefined Value List		328
Information on how was effective the aircraft fire suppression system.				*ADREP*
Type of aircraft fire suppression system	Fire	Predefined Value List		329
Information on the types of fire suppression system in the aircraft e.g. APU, power plant, cargo/baggage compartment. N.B. Enter details for each system available in the aircraft.				*ADREP*
Type of aircraft fire suppression extinguishing agent	Fire	Predefined Value List		330
Information on the type of extinguishing agent used in the fire suppression system installed on the aircraft.				*ADREP*

ATM endorsements 6

ATM endorsements, type and validity.

The number of days, weeks, months or years which have elapsed since the air traffic management person's endorsement was granted	Licenses	Manual Entry	331
An ATC endorsement certifies that a licensed and/or rated Air Traffic Controller is competent to perform a particular Air Traffic Control (ATC) function at a particular aerodrome or in relation to a particular airspace.			*ADREP*
ATM person's endorsement type	Licenses	Predefined Value List	332
The type of endorsement of the air traffic management person. An ATC endorsement certifies that a licensed and/or rated Air Traffic Controller is competent to perform a particular Air Traffic Control (ATC) function at a particular aerodrome or in relation to a particular airspace.			*ADREP*
ATM person's endorsement validity	Licenses	Predefined Value List	333
The validity of the air traffic management person's endorsement, e.g. with/without waivers. An ATC endorsement certifies that a licensed and/or rated Air Traffic Controller is competent to perform a particular Air Traffic Control (ATC) function at a particular aerodrome or in relation to a particular airspace.			*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
ATM ratings				**7**
ATM ratings, type and validity.				
The number of days, weeks, months or years which have elapsed since the air traffic management person's rating was granted	Licenses	Manual Entry		334
A Rating is an authorization entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license. ICAO Annex 1.				*ADREP*
ATM person's rating validity	Licenses	Predefined Value List		335
A Rating is an authorization entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license. ICAO Annex 1.				*ADREP*
The type of rating obtained by the air traffic management person	Licenses	Predefined Value List		336
A Rating is an authorization entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license. ICAO Annex 1.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
ATM recording devices				**8**
The devices on the ATS unit that record data.				
ATM recording data usefulness	Recording Devices	Predefined Value List		337
Information whether, in the judgement of the investigation, the air traffic management recorded data assisted in the investigation.				*ADREP*
ATM recording types	Recording Devices	Predefined Value List		338
The types of air traffic management recording available. N.B. List each type separately.				*ADREP*
ATM data recovery	Recording Devices	Predefined Value List		682
To indicate whether it was practicable to recover the data from the ATM recordings.				*ADREP*
ATM use of the data	Recording Devices	Predefined Value List	Yes	683
To indicate the type of operation(s) performed on the ATM recordings data and the type of output produced.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
ATM staff				**9**
ATM staff information.				
Age ATCO	Personnel	Manual Entry		339
The age of the air traffic management person.				*ADREP*
ATM person's CISM offered	Personnel	Predefined Value List		340
Information on whether the air traffic management controller incident stress management programme was offered.				*ADREP*
The reason why the ATM person's CISM was not offered	Personnel	Manual Entry		341
The reason why the air traffic management controller incident stress management programme was not offered.				*ADREP*
Controller relieved	Personnel	Predefined Value List		342
Information on whether the air traffic management controller was relieved of his/her duties after the occurrence.				*ADREP*
The date of the ATM person's last time in position	Personnel	Manual Entry		343
The date on which the air traffic management person was last working in this position.				*ADREP*
Day of ATM person's shift	Personnel	Predefined Value List		344
Information on which day of the present shift the air traffic management controller was involved.				*ADREP*
Duration of ATM person's last break	Personnel	Manual Entry		345
The duration of the air traffic management person's last break before the occurrence.				*ADREP*
ATM person's duty segment	Personnel	Predefined Value List		346
The duty segment of the air traffic management person at the time of the occurrence, e.g. first, middle or end.				*ADREP*
ATM person's duty time in position	Personnel	Manual Entry		347
The duty time of the air traffic management person in this position before the time of the occurrence.				*ADREP*
ATM person's time since last break	Personnel	Manual Entry		348
The amount of time elapsed from the time of the last break to the time of the occurrence for this air traffic management person.				*ADREP*
ATM person's duty time before occurrence	Personnel	Manual Entry		349
The amount of time the ATM person had been on duty before the time of the occurrence.				*ADREP*
Communication systems used ATCO	Personnel	Predefined Value List		350
				ADREP
The reason why this ATM controller was not relieved	Personnel	Manual Entry		351
The reason why this air traffic management controller was not relieved from duty after the occurrence.				*ADREP*
ATM person's license validity	Personnel	Predefined Value List		352
The validity of the license of this air traffic management person.				*ADREP*
The number of weeks or years since this ATM person's license was obtained	Personnel	Manual Entry		353
The number of weeks, months or years since this air traffic management person obtained his/her license.				*ADREP*
ATM person's license type	Personnel	Predefined Value List		354
The type of license held by this air traffic management person.				*ADREP*
ATM person's category	Personnel	Predefined Value List		357
The category of this air traffic management person, e.g. area supervisor, planning controller or radar assistant.				*ADREP*
ATM person this day working to	Personnel	Manual Entry		358
The time until which, on this day, the air traffic management person was expected to work.				*ADREP*
ATM person yesterday worked to	Personnel	Manual Entry		359

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
ATM staff				**9**
ATM staff information.				
The time until which, yesterday, the air traffic management person was expected to work.				*ADREP*
ATM person this day working from	Personnel	Manual Entry		360
The time from which, on this day, the air traffic management person was expected to work.				*ADREP*
ATM person yesterday worked from	Personnel	Manual Entry		361
The time from which, yesterday, the air traffic management person was expected to work.				*ADREP*
Gender ATCO	Personnel	Predefined Value List		362
The gender of this air traffic management person.				*ADREP*

ATS Unit

10

ATS Unit information.

Information on the alerting of an area proximity warning system	ATM	Predefined Value List		363
Area Proximity Warning, is intended to alert situations where an eligible (SNET) aircraft is, or is predicted to be, flying in a region (SNET) of protected airspace. *Operational Concept* *APW informs the controller when an aircraft is predicted to penetrate, or has penetrated, a region (SNET) of airspace, which has been defined as protected. The penetration may be in the lateral, the vertical plane or a combination of the two.* *Note.- Regions (SNET)* *The functions of regions (SNET) is to provide a means of assigning particular characteristics to volumes of airspace. Relevant characteristics could include matters such as STCA separation criteria, MSAW minimum safe altitude (SNET) or Mode A codes for aircraft permitted to enter a volume of airspace protected by APW. (Ref.-EUROCONTROL-APW)*				*ADREP*
Information on the installation of an area proximity warning system	ATM	Predefined Value List		364
Area Proximity Warning, is intended to alert situations where an eligible (SNET) aircraft is, or is predicted to be, flying in a region (SNET) of protected airspace. *Operational Concept* *APW informs the controller when an aircraft is predicted to penetrate, or has penetrated, a region (SNET) of airspace, which has been defined as protected. The penetration may be in the lateral, the vertical plane or a combination of the two.* *Note.- Regions (SNET)* *The functions of regions (SNET) is to provide a means of assigning particular characteristics to volumes of airspace. Relevant characteristics could include matters such as STCA separation criteria, MSAW minimum safe altitude (SNET) or Mode A codes for aircraft permitted to enter a volume of airspace protected by APW. (Ref.-EUROCONTROL-APW)*				*ADREP*
Information on the controller's reaction to a warning triggered by an area proximity warning system	ATM	Predefined Value List		365
Area Proximity Warning, is intended to alert situations where an eligible (SNET) aircraft is, or is predicted to be, flying in a region (SNET) of protected airspace. *Operational Concept* *APW informs the controller when an aircraft is predicted to penetrate, or has penetrated, a region (SNET) of airspace, which has been defined as protected. The penetration may be in the lateral, the vertical plane or a combination of the two.* *Note.- Regions (SNET)* *The functions of regions (SNET) is to provide a means of assigning particular characteristics to volumes of airspace. Relevant characteristics could include matters such as STCA separation criteria, MSAW minimum safe altitude (SNET) or Mode A codes for aircraft permitted to enter a volume of airspace protected by APW. (Ref.-EUROCONTROL-APW)*				*ADREP*
Aerodrome-surface movement guidance control system alerting	ATM	Predefined Value List		366
Information regarding the of the advanced surface movement guidance control system.				*ADREP*
Aerodrome-surface movement guidance control system installed	ATM	Predefined Value List		367
Information regarding the installation of the advanced surface movement guidance control system.				*ADREP*
Aerodrome-surface movement guidance control system reaction	ATM	Predefined Value List		368
Information regarding the controller's reaction to an alert from the advanced surface movement guidance control system.				*ADREP*
Minimum safe altitude warning system alerting	ATM	Predefined Value List		369
Information whether the minimum safe altitude warning system was functioning. *MSAW:The generation of minimum safe altitude warnings is a function of an ATC radar data processing system. The objective of the MSAW function is to assist in the prevention of controlled flight into terrain accidents by generating, in a timely manner, a warning of the possible infringement of a minimum safe altitude.*				*ADREP*
Minimum safe altitude warning system installed	ATM	Predefined Value List		370
Information on whether the minimum safe altitude warning system was installed. *MSAW:The generation of minimum safe altitude warnings is a function of an ATC radar data processing system. The objective of the MSAW function is to assist in the prevention of controlled flight into terrain accidents by generating, in a timely manner, a warning of the possible infringement of a minimum safe altitude.*				*ADREP*
Minimum safe altitude warning system reaction	ATM	Predefined Value List		371

ATS Unit 10

ATS Unit information.

Information regarding the controller's reaction to a warning from the minimum safe altitude warning system. *MSAW:The generation of minimum safe altitude warnings is a function of an ATC radar data processing system. The objective of the MSAW function is to assist in the prevention of controlled flight into terrain accidents by generating, in a timely manner, a warning of the possible infringement of a minimum safe altitude.*				*ADREP*
ATS unit's name	ATM	Manual Entry		372
The name of this air traffic services unit.				*ADREP*
Number of sectors defined for this ATS unit	Sector	Manual Entry		373
Number of sectors defined for this ATS unit.				*ADREP*
Number of sectors fuly staffed	Sector	Manual Entry		374
Number of sectors fuly staffed in this unit.				*ADREP*
Number of sectors opened in ATS unit	Sector	Manual Entry		375
The number of sectors opened in this air traffic services unit.				*ADREP*
Other ground based safety net alerting	ATM	Predefined Value List		376
Information on the functioning of other ground based safety nets, i.e. systems other than STCA or MSAW.				*ADREP*
Other ground based safety net installed	ATM	Predefined Value List		377
Information on the installation of other ground based safety nets, i.e. systems other than STCA or MSAW.				*ADREP*
ATCO's reaction to other ground based safety net	ATM	Predefined Value List		378
Information on the controller's reaction to an alarm from other ground based safety nets, i.e. systems other than STCA or MSAW.				*ADREP*
Short term conflict alert alerting	ATM	Predefined Value List		379
Information on the functioning of the short term conflict alert system. *STCA: The generation of short term conflict alerts is a function of an ATC radar data processing system. The objective of the STCA function is to assist the controller in maintaining separation between controlled flights by generating, in a timely manner, an alert of a potential infringement of separation minima.*				*ADREP*
Short term conflict alert installed	ATM	Predefined Value List		380
Information on the installation of a short term conflict alert system. *STCA: The generation of short term conflict alerts is a function of an ATC radar data processing system. The objective of the STCA function is to assist the controller in maintaining separation between controlled flights by generating, in a timely manner, an alert of a potential infringement of separation minima.*				*ADREP*
Short term conflict alert warning reaction	ATM	Predefined Value List		381
Information regarding the controller's reaction to a short term conflict alert warning. *STCA:The generation of short term conflict alerts is a function of an ATC radar data processing system. The objective of the STCA function is to assist the controller in maintaining separation between controlled flights by generating, in a timely manner, an alert of a potential infringement of separation minima.*				*ADREP*
<New Custom 762>	Custom	Predefined Value List	Yes	762
				CUSTOM
<New Custom 763>	Custom	Predefined Value List	Yes	763
				CUSTOM
<New Custom 766>	Custom	Manual Entry	Yes	766
				CUSTOM
<New Custom 783>	Custom	Predefined Value List	Yes	783
				CUSTOM
<New Custom 784>	Custom	Predefined Value List	Yes	784

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
ATS Unit				**10**
ATS Unit information.				
				CUSTOM
<New Custom 785>	Custom	Predefined Value List	Yes	785
				CUSTOM

DB History 11

To record the history of any modifications to the entry of the occurrence in the database.

Database access by	System Data	Manual Entry	382
The last persons who accessed the database.			*ECCAIRS*
Database access date	System Data	Manual Entry	383
The date of the last access to the database.			*ECCAIRS*
Database access type	System Data	Predefined Value List	384
The type of access made to the database.			*ECCAIRS*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Descriptive Factor				**12**
Descriptive factor subject, modifier and justification.				
Descriptive factor subject	Classification and Factors	Predefined Value List		385
The subject of a descriptive factor. Descriptive factors are a combination of a subject, e.g.. aircraft/operations, air traffic management, aerodrome, meteorological or terrain, and at least one modifiers. The subjects provide information on the subject area described and the modifiers indicate the nature of the involvement of the subject.				*ADREP*
Descriptive factor modifier	Classification and Factors	Predefined Value List	Yes	386
Modifiers provide information on the nature of the involvement of the subject to which they relate.				*ADREP*
Descriptive factor justification	Classification and Factors	Manual Entry		705
A text justifying the descriptive factor and modifier.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Engine information				**13**
Information on the engines : number of cycles or hours of the engines involved. Not only used for failure of the engines, but whenever at hand.				
Manufacturer/model of engine involved	Engine	Predefined Value List		387
Manufacturer/model of engine involved				*ADREP*
Number of engine cycles at time of occurrence	Engine	Manual Entry		388
Number of engine cycles at time of occurrence.				*ADREP*
Time since overhaul of the engine (Hours)	Engine	Manual Entry		389
Time since overhaul of the engine (Hours) at the time of occurrence				*ADREP*
The position of the engine	Engine	Manual Entry		653
The position of the engine, counting from left to right, for which this information pertails.				*ADREP*
Hazardous Engine Effects	Engine	Predefined Value List		654
Hazardous Engine Effects				*ADREP*
Estimated % of thrust loss	Engine	Manual Entry		655
Estimated % of thrust loss after an engine failure.				*ADREP*
Estimated number of birds ingested	Engine	Manual Entry		656
The estimated number of birds ingested into this engine.				*ADREP*
Engine Serial Number	Engine	Manual Entry		881
				ADREP
ATA chapter of the engine component involved	Engine	Predefined Value List		882
				ADREP
Time since new	Engine	Manual Entry		883
				ADREP
Time since inspection	Engine	Manual Entry		884
				ADREP
Cycles since new	Engine	Manual Entry		885
				ADREP
Cycles since overhaul	Engine	Manual Entry		886
				ADREP
Cycles since inspection	Engine	Manual Entry		887
				ADREP
Date of manufacturing	Engine	Manual Entry		888
				ADREP
Date overhaul	Engine	Manual Entry		889
				ADREP
Date of inspection	Engine	Manual Entry		890
				ADREP
Monitoring system functioning	Engine	Predefined Value List		891
				ADREP
Supporting evidence	Engine	Manual Entry	Yes	892
				ADREP

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Events				**14**
The sequence of events in chronological order.				
Event type	Classification and Factors	Predefined Value List		390
The type of event, i.e. aircraft/system/component, consequential, air navigation services, aerodrome and ground aids, CAA, other or unknown.				*ADREP*
Event phase	Classification and Factors	Predefined Value List		391
The phase of flight that relates to the event.				*ADREP*
Event justification	Classification and Factors	Manual Entry		704
A text justifying the event type and phase.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Explanatory Factor				**15**
Explanatory factor with person/organisation, subject, modifier and justification.				
Explanatory factor subject	Classification and Factors	Predefined Value List		392
The area of concern or subject described in the explanatory factor.				*ADREP*
Explanatory factor modifier	Classification and Factors	Predefined Value List	Yes	393
Modifiers provide information on the nature of the involvement of the subject to which they relate.				*ADREP*
The person or organization	Classification and Factors	Predefined Value List		394
The person or organization to which the explanatory factor relates.				*ADREP*
Explanatory factor justification	Classification and Factors	Manual Entry		706
A text justifying the explanatory factor.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Flight Crew Licenses				**16**
Flight crew licenses, type, validity and ratings.				
Flight crew instructor ratings	Licenses	Predefined Value List		395
Information whether this flight crew member held an instructor rating.				*ADREP*
Flight crew instrument ratings	Licenses	Predefined Value List		396
Information whether this flight crew member held an instrument rating.				*ADREP*
Flight crew license validity	Licenses	Predefined Value List		397
Information on whether this flight crew member held a valid license.				*ADREP*
Flight crew license ratings	Licenses	Predefined Value List		398
Information on the ratings held by this flight crew member. *A Rating is an authorization entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license. ICAO Annex 1.*				*ADREP*
License issued by	Licenses	Predefined Value List		399
Information whether the license of this crew member was issued by the State of Registry of this aircraft or State of Operator.				*ADREP*
Flight crew license, license type	Licenses	Predefined Value List		400
The type of license held by this flight crew member.				*ADREP*
The date the license was obtained	Licenses	Manual Entry		639
The date the license was obtained (the full date could be entered).				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Flight Crew Member				**17**
Flight crew member information.				
Flight crew age	Personnel	Manual Entry		401
The age of this flight crew member in years.				*ADREP*
Flight crew category	Personnel	Predefined Value List		402
The category of this flight crew member on this flight, e.g. pilot-in-command or co-pilot.				*ADREP*
Flight crew duty time last 24 hours	Personnel	Manual Entry		403
Annex 6 Part I : Duty period: Flight duty period. The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.				*ADREP*
Flight crew experience all aircraft categories last 24 hours	Personnel	Manual Entry		404
The number of hours flown by this flight crew member in the 24 hours preceding this occurrence.				*ADREP*
Flight crew experience all aircraft categories last 90 days	Personnel	Manual Entry		405
The number of hours flown by this flight crew member in the 90 days preceding this occurrence.				*ADREP*
Flight crew experience this aircraft last 24 hours	Personnel	Manual Entry		406
The number of hours flown by this flight crew member on this type of aircraft in the 24 hours preceding this occurrence.				*ADREP*
Flight crew experience this aircraft last 90 days	Personnel	Manual Entry		407
The number of hours flown by this flight crew member on this type of aircraft in the 90 days preceding this occurrence.				*ADREP*
Flight crew rest period before duty	Personnel	Manual Entry		408
Rest period. Any period of time on the ground during which a flight crew member is relieved of all duties by the operator. *Flight duty period. The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.* *(Annex 6)*				*ADREP*
Flight crew member gender	Personnel	Predefined Value List		409
The gender of this flight crew member.				*ADREP*
Flight crew experience all aircraft categories total	Personnel	Manual Entry		410
The number of hours flown on all aircraft categories by this flight crew member in the time preceding this occurrence.				*ADREP*
Flight crew experience this aircraft total	Personnel	Manual Entry		411
The number of hours flown on this type of aircraft by this flight crew member in the time preceding this occurrence.				*ADREP*
<New Custom 928>	Custom	Manual Entry	Yes	928
				CUSTOM
<New Custom 929>	Custom	Manual Entry	Yes	929
				CUSTOM
<New Custom 930>	Custom	Manual Entry	Yes	930
				CUSTOM
<New Custom 931>	Custom	Manual Entry	Yes	931
				CUSTOM

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Floatation Devices				**18**
The floatation devices and their effectiveness.				
Personal floatation device effectiveness	Ditching	Predefined Value List		412
Use for evacuations on water only. Information on the effectiveness of the personal floatation devices.				*ADREP*
The type of personal floatation device used	Ditching	Predefined Value List		413
The type of personal floatation device used. e.g. seat cushions, slide raft, dinghy/life raft or lifejackets.				*ADREP*

GPWS warning and reaction in CFIT 19

Ground proximity warning system and reaction in controlled flight into terrain.

Crew's reaction to GPWS warning	CFIT	Predefined Value List		414
The description of the reaction of the crew to a warning originating from the ground proximity warning system, e.g. delayed or ignored. *A GPWS [ground proximity warning system] is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.*				*ADREP*
Information whether the crew correctly identified the warning originating from the ground proximity warning system	CFIT	Predefined Value List		415
A GPWS [ground proximity warning system] is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.				*ADREP*
GPWS warning time to react	CFIT	Manual Entry		416
The number of seconds between the time the warning of the ground proximity warning system was triggered and the reaction of the crew. *A GPWS [ground proximity warning system] is a system on board the aircraft that provided warnings of: excessive descent rate; excessive terrain closure rate; excessive altitude loss after take-off or go-around; unsafe terrain clearance while not in landing configuration, i.e. gear not locked down or flaps not in a landing position; and excessive descent below the instrument glide path. ICAO Annex 6.*				*ADREP*
GPWS warning type	CFIT	Predefined Value List		417
The type of warning that originated from the ground proximity warning system. Warnings are provided by the GPWS in the following circumstances: 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; a) gear not locked down; b) flaps not in a landing position; and 5) excessive descent below the instrument glide path. ICAO Annex 6.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Incapacitation *Incapacitation information.*				**20**
Person incapacitated	Injuries	Predefined Value List		418
Category of the incapacitated person.				*ADREP*
Reason for incapacitation	Injuries	Predefined Value List		419
The reason for the incapacitation of this category of person.				*ADREP*
Severity of incapacitation	Injuries	Predefined Value List		420
The severity of incapacitation suffered by this person.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Modifications				**21**
To record the history of any modifications to the entry of the occurrence.				
Modification made by	System Data	Manual Entry		421
The identification of the originator of a change.				*ECCAIRS*
Modification date	System Data	Manual Entry		422
The date the modification was embodied.				*ECCAIRS*
Modification note	System Data	Manual Entry		423
An optional explanatory note explaining the nature of the modification.				*ECCAIRS*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Narrative				**22**
The language used and text of the narrative.				
The language of the narrative	Text	Predefined Value List		424
The language used by the originator of the narrative.				*ADREP*
The text of the narrative	Text	Manual Entry		425
The text of the narrative entered by the reporter of the occurrence.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id

Note **23**

The subject and text of the note.

Note	Text	Manual Entry	426
The content of the note.			*ECCAIRS*
Subject of the note	Text	Manual Entry	608
The subject of the note.			*ECCAIRS*

Occurrence 24

General information and classification of the occurrence.

Dew point temperature	Weather	Manual Entry		85
The temperature to which the air must be cooled to become saturated by the water vapour already present in the air.				*ADREP*
Weather conditions	Weather	Predefined Value List		127
The general weather conditions in the area of the occurrence e.g. VMC, IMC or unknown.				*ADREP*
Dangerous goods involved	Dangerous Goods	Predefined Value List		129
Information whether dangerous goods were involved in the occurrence. *Dangerous goods. Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Intructions. ICAO Annex 18, Annex 6 part I.* *Note:Dangerous goods are classified in Annex 18, Chapter 3.*				*ADREP*
Height of cloud base	Weather	Manual Entry		140
Ceiling: height of the lowest opaque layer of clouds. *Height: The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.*				*ADREP*
Light conditions	Weather	Predefined Value List		168
The light conditions at the time of the occurrence.				*ADREP*
Maximum wind gust	Weather	Manual Entry		176
The maximum speed of a wind gust in knots or km/h. ICAO Annex 3. *A gust is any sudden increase of wind of short duration, usually a few seconds.*				*ADREP*
The amount of cloud	Weather	Predefined Value List		266
Sky cover classification for aviation weather observations.				*ADREP*
Wind speed measured at	Weather	Predefined Value List		275
Information as to where the wind speed was measured I.e. on the surface or at altitude.				*ADREP*
Air temperature	Weather	Manual Entry		287
The ambient air temperature.				*ADREP*
Visibility	Weather	Manual Entry		310
Visibility for aeronautical purposes is the greater of: a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background; b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background. *N.B. The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).* *The value 9999 indicates unlimited visibility.*				*ADREP*
Wind direction	Weather	Manual Entry		320
The direction of the wind in degrees. *Wind is the horizontal movement of air relative to the earth's surface and is caused by variations in temperature and pressure (for instance, air rises as it warms and a cool breeze moves in to take the place of the rising air.) The wind direction is the direction from which the wind is blowing (for example, a north wind comes from the north and blows toward the south.)*				*ADREP*
Wind gusts	Weather	Predefined Value List		321
Information whether the wind was gusting or not. Gusts are included when wind speed is 10 knots (20 km/h) or more above the mean. ICAO Annex 3. *A gust is a sudden, brief increase in wind speed that generally lasts less than 20 seconds.* *Wind is the air motion relative to the earth's surface.*				*ADREP*
Wind speed	Weather	Manual Entry		322

Occurrence 24

General information and classification of the occurrence.

The speed of the wind in knots or kilometres per hour. Wind is the horizontal movement of air relative to the earth's surface and is caused by variations in temperature and pressure (for instance, air rises as it warms and a cool breeze moves in to take the place of the rising air.) The wind direction is the direction from which the wind is blowing (for example, a north wind comes from the north and blows toward the south.)				*ADREP*
ATM contribution	ATM	Predefined Value List		428
Information on whether and to what extent, in the judgement of the investigators, the air traffic management contributed to the occurrence.				*ADREP*
Occurrence categories	Classification and Factors	Predefined Value List	Yes	430
The occurrence categories as developped by CAST/ICAO Common Taxonomy Team (CICTT). Commercial Aviation Safety Team [CAST] and International Civil Aviation Organization" [ICAO]. *"Occurrence" is defined as "accident or incident" throughout this taxonomy. Generally, accidents and incidents differ only in the degree of injury sustained by persons involved or in damage sustained to the aircraft. Each category has a unique name and identifier to permit common coding in accident/incident systems, a text definition, and usage notes to further clarify the category and aid in coding occurrences. An important element of the occurrence category design is that it permits the association of multiple categories with an occurrence. Multiple coding supports the primary focus of CICTT- accident PREVENTION, in which every pertinent element should be investigated, recorded, and analyzed.*				*ADREP*
Occurrence class	Classification and Factors	Predefined Value List		431
The classification of the occurrence in relation to its severity.				*ADREP*
Damage severity level	Consequences	Predefined Value List		432
The highest level of damage sustained by any aircraft involved in the occurrence				*ADREP*
Local date	Occurrence	Manual Entry		433
The local date of the occurrence. This date is formatted according to the system short date format.				*ADREP*
Date report created	System Data	Manual Entry		434
The date when the report was created. This date is assigned by the computer. This date is formatted using the standard format 'YYYY/MM/DD HH:MM:SS' e.g. '2001/07/22 15:19:28'.				*ADREP*
Report date last modified	System Data	Manual Entry		435
The date when the report was last modified. This date is formatted using the standard format 'YYYY/MM/DD HH:MM:SS' e.g. '2001/01/26 09:11:27'.				*ADREP*
Effect on ATM service	ATM	Predefined Value List		436
The classification of the event based on the effect it had on the air traffic management service.				*ADREP*
Latitude of occurrence	Occurrence	Manual Entry		439
Latitude of the place of the occurrence in degrees, minutes and seconds.				*ADREP*
Location of occurrence	Occurrence	Manual Entry		440
Location of occurrence should be the name of the closest settled area or geographical feature.				*ADREP*
Occurrence lock status	System Data	Predefined Value List		441
The current Occurrence status in the database.				*ADREP*
Occurrence locked/released by	System Data	Manual Entry		442
The originator of the lock status.				*ADREP*
Occurrence locked/released since	System Data	Manual Entry		443
The date when the record was locked/released.				*ADREP*
Longitude of occurrence	Occurrence	Manual Entry		444
Longitude of the place of the occurrence in degrees, minutes and seconds.				*ADREP*
Occurrence moderator	Management	Manual Entry		446
The name of the officer responsible for the Occurrence.				*ADREP*

Occurrence 24

General information and classification of the occurrence.

Damage on aerodrome	Consequences	Predefined Value List		448
Third party property damage (i.e. damage not to the aircraft) on the aerodrome.				*ADREP*
Injury severity level	Consequences	Predefined Value List		451
The highest level of injury sustained by any person in the occurrence.				*ADREP*
The occurrence file number	Management	Manual Entry		452
The file number allocated by the responsible entity.				*ECCAIRS*
The identification of the entity that is responsible for the report	Management	Predefined Value List		453
The identification of the entity or organisation that is responsible for the report.				*ECCAIRS*
State or area of occurrence	Occurrence	Predefined Value List		454
The identification of the State or geographical area where the occurrence occurred. N.B. the designation employed for States and geographical areas do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city, area or of its authorities, or concerning the delineation of its frontiers and boundaries.				*ADREP*
Occurrence status	Management	Predefined Value List		455
The present status of the occurrence, e.g. open, initial notification, preliminary or closed.				*ADREP*
Third party damage	Consequences	Predefined Value List	Yes	456
Any property damage sustained by third parties, i.e. not to the aircraft involved, on the ground. It also captures the main source of the damage.				*ADREP*
Local time	Occurrence	Manual Entry		457
The local time of the occurrence time entered using the 24 hour clock e.g. 23:59.				*ADREP*
Total fatal injuries	Consequences	Manual Entry		458
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.				*ADREP*
Total fatal injuries on aircraft	Consequences	Manual Entry		459
This is the sum of fatal injuries sustained on all of the aircraft involved.				*ADREP*
Total fatal injuries on ground	Consequences	Manual Entry		460
The total number of fatal injuries sustained by persons on the ground.				*ADREP*
Grand total (aircraft + ground)	Injuries	Manual Entry		461
Total number of people involved in the occurrence (injured or not injured on aircraft + persons injured on the ground).				*ADREP*
Total injuries on aircraft	Injuries	Manual Entry		462
The total number of persons on board the aircraft involved in the occurrence.				*ADREP*
Total injuries on ground	Injuries	Manual Entry		463
The total number of persons on the ground that sustained any injury in the occurrence.				*ADREP*
Total injuries unknown	Consequences	Manual Entry		464
The total number of injuries sustained by unknown persons involved in the occurrence.				*ADREP*
Total injuries unknown on aircraft	Consequences	Manual Entry		465
The total number of persons with unknown injuries on board of aircraft involved in the occurrence.				*ADREP*
Total injuries unknown on ground	Consequences	Manual Entry		466
The total number of persons with unknown injuries on ground involved in the occurrence.				*ADREP*
Total minor injuries	Consequences	Manual Entry		467
The total number of persons with minor injuries involved in the occurrence.				*ADREP*
Total minor injuries on aircraft	Injuries	Manual Entry		468
The total number of persons with minor injuries on board the aircraft involved in the occurrence.				*ADREP*

Occurrence 24

General information and classification of the occurrence.

Total minor injuries on ground		Injuries	Manual Entry	469
The total number of persons on ground involved in the occurrence with minor injuries.				*ADREP*
Total serious injuries		Consequences	Manual Entry	470
The total number of persons sustaining serious injuries in the occurrence. *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.*				*ADREP*
Total serious injuries on aircraft		Consequences	Manual Entry	471
The total number of persons sustaining serious injuries on the aircraft. *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.*				*ADREP*
Total serious injuries on ground		Injuries	Manual Entry	472
The total number of persons sustaining serious injuries on the ground. *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.*				*ADREP*
Total without injuries		Injuries	Manual Entry	473
The total number of persons involved in the occurrence who did not sustain any injury. N.B. This is the total of the persons on board of aircraft only as the number of persons on ground that were not injured is not included.				*ADREP*
Total without injuries on aircraft		Consequences	Manual Entry	474
The total number of persons on board aircraft involved in the occurrence who did not sustain any injury.				*ADREP*
Total without injuries on ground		Injuries	Manual Entry	475
***** this field is not used.*				*ADREP*
UTC date of the occurrence		Occurrence	Manual Entry	477
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. *The UTC date entered in the format which depends on the local installation. Use yyyy-mm-dd otherwise.*				*ADREP*
UTC time		Occurrence	Manual Entry	478
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.				*ADREP*
Headline		Text	Manual Entry	601
A short message identifying the accident to the human reader.				*ADREP*
Weather relevance		Weather	Predefined Value List	606

Occurrence 24

General information and classification of the occurrence.

An indication whether, in the view of the investigation, the weather was relevant to the occurrence.				*ADREP*
Wind description	Weather	Predefined Value List		621
The wind description whether it was calm (speed) or variable (direction).				*ADREP*
Object damaged by impact of the aircraft	Consequences	Predefined Value List	Yes	640
The object(s) damaged by the impact of the aircraft.				*ADREP*
Maintenance report type	Maintenance	Predefined Value List		672
The type of maintenance report, initial finding, complete report or follw-up report.				*ADREP*
Manufacturer informed	Maintenance	Predefined Value List		673
Information to indicate whether the manufacturer was informed or not.				*ADREP*
Operator informed	Maintenance	Predefined Value List		674
Information to indicate whether the operator was informed or not.				*ADREP*
Notification text	Investigation Report	Manual Entry		708
The text of the notification as forwarded by the State of Occurrence. The notification shall be in plain language, preferably in one of the working languages of ICAO. *ICAO Annex 13 - Chapter 4*				*ADREP*
Date final report published	Investigation Report	Manual Entry		709
The date the final report was published/released.				*ADREP*
Original language of final report	Investigation Report	Predefined Value List		710
The original language of the final report.				*ADREP*
Other language versions of final report	Investigation Report	Predefined Value List	Yes	711
The other language(s) available for the final report.				*ADREP*
The scope of the investigation	Investigation Report	Predefined Value List		712
Information on the scope of the investigation : full Annex 13, desk investigation, no investigation, etc.				*ADREP*
Type of entity investigating	Investigation Report	Predefined Value List		713
Type of organization that carried out the investigation.				*ADREP*
Delegation of the investigation	Investigation Report	Predefined Value List		714
An indication of whether the investigation was delegated or not.				*ADREP*
Risk Grade	Risk Grading	Predefined Value List		718
The resulting risk grade for the occurrence.				*ECCAIRS*
<New Custom 746>	Custom	Predefined Value List	Yes	746
				CUSTOM
<New Custom 747>	Custom	Predefined Value List	Yes	747
				CUSTOM
<New Custom 748>	Custom	Manual Entry	Yes	748
				CUSTOM
<New Custom 749>	Custom	Manual Entry	Yes	749
				CUSTOM
<New Custom 750>	Custom	Manual Entry	Yes	750
				CUSTOM
<New Custom 770>	Custom	Manual Entry	Yes	770
				CUSTOM

Occurrence 24

General information and classification of the occurrence.

Positive factors	Classification and Factors	Predefined Value List	Yes	771
The scope of the positive factors consists of recording what went right and classify the answers to the question, "What went right to prevent an accident ?" in completion to the current question, "What went wrong to cause an incident ?". A positive taxonomy aims at better identifying all the technical and human factors safety nets and assessing the effectiveness of each one.				*ADREP*
<New Custom 772>	Custom	Predefined Value List	Yes	772
				CUSTOM
<New Custom 773>	Custom	Predefined Value List	Yes	773
				CUSTOM
<New Custom 774>	Custom	Predefined Value List	Yes	774
				CUSTOM
<New Custom 775>	Custom	Manual Entry	Yes	775
				CUSTOM
<New Custom 776>	Custom	Manual Entry	Yes	776
				CUSTOM
<New Custom 777>	Custom	Manual Entry	Yes	777
				CUSTOM
<New Custom 778>	Custom	Manual Entry	Yes	778
				CUSTOM
<New Custom 779>	Custom	Manual Entry	Yes	779
				CUSTOM
<New Custom 786>	Custom	Manual Entry	Yes	786
				CUSTOM
Attachments	Object	Manual Entry	Yes	793
A generic object in which an electronic or multimedia file type can be stored as an Eccairs Resource Locator.				*ADREP*
Occurrence validation status	Management	Predefined Value List		795
When occurrences are sent out for prevention purposes, using the validation field enables an organization to inform other organizations if the occurrence has been validated or not. The validation "flag" represents a guaranty from the sender that the occurrence has been cross checked and validated. This feature is useful for the community when safety data are exchanged or centralized. An organization can both send checked (validated) and unchecked data for prevention purposes. Analysts during their review can focus on a core set of occurrences. These clusters should also help in identifying risks: the flagged data should facilitate the severity assesment while the remaining data could be used to complete the frequency assesment.				*ECCAIRS*
Date entered	Management	Manual Entry		798
				ECCAIRS
Investigation report ID	Investigation Report	Manual Entry		803
Investigation report number assigned by the Investigation Authority				*ADREP*
Validation date	Management	Manual Entry		822
Date the occurrence was validated by the responsible entity.				*ECCAIRS*
<New Custom 823>	Custom	Manual Entry	Yes	823
				CUSTOM
<New Custom 824>	Custom	Manual Entry	Yes	824
				CUSTOM

Occurrence 24

General information and classification of the occurrence.

<New Custom 825>	Custom	Manual Entry	Yes	825
				CUSTOM
<New Custom 826>	Custom	Predefined Value List	Yes	826
				CUSTOM
<New Custom 827>	Custom	Predefined Value List	Yes	827
				CUSTOM
<New Custom 828>	Custom	Manual Entry	Yes	828
				CUSTOM
<New Custom 829>	Custom	Predefined Value List	Yes	829
				CUSTOM
<New Custom 830>	Custom	Manual Entry	Yes	830
				CUSTOM
<New Custom 831>	Custom	Manual Entry	Yes	831
				CUSTOM
<New Custom 832>	Custom	Manual Entry	Yes	832
				CUSTOM
<New Custom 833>	Custom	Predefined Value List	Yes	833
				CUSTOM
<New Custom 834>	Custom	Predefined Value List	Yes	834
				CUSTOM
<New Custom 835>	Custom	Manual Entry	Yes	835
				CUSTOM
<New Custom 836>	Custom	Manual Entry	Yes	836
				CUSTOM
<New Custom 837>	Custom	Manual Entry	Yes	837
				CUSTOM
<New Custom 855>	Other	Predefined Value List	Yes	855
				CUSTOM
<New Custom 856>	Other	Predefined Value List	Yes	856
				CUSTOM
<New Custom 857>	Other	Predefined Value List	Yes	857
				CUSTOM
<New Custom 858>	Other	Manual Entry	Yes	858
				CUSTOM
<New Custom 859>	Other	Manual Entry	Yes	859
				CUSTOM
<New Custom 860>	Other	Manual Entry	Yes	860
				CUSTOM
<New Custom 861>	Other	Manual Entry	Yes	861
				CUSTOM
<New Custom 862>	Other	Manual Entry	Yes	862
				CUSTOM

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Occurrence				**24**
General information and classification of the occurrence.				
<New Custom 863>	Other	Manual Entry	Yes	863
				CUSTOM
<New Custom 864>	Other	Manual Entry	Yes	864
				CUSTOM
<New Custom 865>	Other	Manual Entry	Yes	865
				CUSTOM
<New Custom 866>	Other	Manual Entry	Yes	866
				CUSTOM
<New Custom 867>	Other	Manual Entry	Yes	867
				CUSTOM
<New Custom 868>	Other	Manual Entry	Yes	868
				CUSTOM
<New Custom 869>	Other	Manual Entry	Yes	869
				CUSTOM
<New Custom 870>	Other	Manual Entry	Yes	870
				CUSTOM
<New Custom 871>	Other	Manual Entry	Yes	871
				CUSTOM
<New Custom 872>	Other	Manual Entry	Yes	872
				CUSTOM
<New Custom 873>	Other	Manual Entry	Yes	873
				CUSTOM
<New Custom 874>	Other	Manual Entry	Yes	874
				CUSTOM
Risk Grading Method	Risk Grading	Predefined Value List		939
				ECCAIRS
Numerical Risk Level	Risk Grading	Manual Entry		940
Normalized numerical risk level. *Possible values between 0 and 100.*				*ECCAIRS*
Risk Container	Risk Grading	Manual Entry		941
This attribute is to be used by the risk grading applet to store various methodology specific parameters in an XML structure.				*ECCAIRS*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Other Personnel on board				**25**
Other Personnel on board information.				
Other personnel on board age	Personnel	Manual Entry		479
The age of the person in years.				*ADREP*
Other personnel on board experience	Personnel	Manual Entry		480
The experience of the person in years.				*ADREP*
Other personnel on board license validity	Personnel	Predefined Value List		481
The validity of the license held by this person.				*ADREP*
Other personnel on board category	Personnel	Predefined Value List		482
The function/position of the other person.				*ADREP*
Other personnel on board license rating	Personnel	Predefined Value List		483
Information whether this person held the required rating. *A Rating is an authorization entered on or associated with a license and forming part thereof, stating special conditions, privileges or limitations pertaining to such license. ICAO Annex 1.*				*ADREP*
Other personnel on board gender	Personnel	Predefined Value List		484
The gender of the other personnel.				*ADREP*

		Value type	MV	Id
Part Information (maintenance)				**26**
Detailed information on specific aircraft parts, e.g. emanating from maintenance organisations.				
Illustrated parts catalogue name	Systems and parts	Manual Entry		485
The name of the part/component as indicated in the illustrated parts catalogue.				*ADREP*
Part number of the component involved	Systems and parts	Manual Entry		486
The part number of the involved component.				*ADREP*
Serial number of the part involved	Systems and parts	Manual Entry		657
The serial number of the involved component.				*ADREP*
Manufacturer of the part	Systems and parts	Predefined Value List		658
The name of the manufacturer of the part.				*ADREP*
ATA chapter number of the part involved	Systems and parts	Predefined Value List		659
Aircraft component and systems (descriptive factors list).				*ADREP*
Time since new	Systems and parts	Manual Entry		660
Number of hours since new.				*ADREP*
Time since overhaul	Systems and parts	Manual Entry		661
Number of hours since overhaul.				*ADREP*
Time since inspection	Systems and parts	Manual Entry		662
Number of hours since inspection.				*ADREP*
Cycles since new	Systems and parts	Manual Entry		663
Number of cycles since new.				*ADREP*
Cycles since overhaul	Systems and parts	Manual Entry		664
Number of cycles since overhaul.				*ADREP*
Cycles since inspection	Systems and parts	Manual Entry		665
Number of cycles since inspection.				*ADREP*
Date of manufacturing	Systems and parts	Manual Entry		666
The date of part manufacturing.				*ADREP*
Date of overhaul	Systems and parts	Manual Entry		667
The date of aircraft overhaul.				*ADREP*
Date of repair / inspection	Systems and parts	Manual Entry		668
The date of aircraft repair or inspection.				*ADREP*
Monitoring system functioning	Systems and parts	Predefined Value List		670
Information to determine whether the monitoring system was functioning. To be used for occurrences involving systems that are monitored or protected by a warning / protection system.				*ADREP*
Supporting evidence	Systems and parts	Manual Entry	Yes	671
Any multi-media type information or pictures like sketches, photos, nameplate photos, etc.				*ADREP*
<New Custom 933>	Systems and parts	Manual Entry	Yes	933
				CUSTOM
<New Custom 934>	Systems and parts	Manual Entry	Yes	934
				CUSTOM
<New Custom 935>	Systems and parts	Manual Entry	Yes	935
				CUSTOM
<New Custom 936>	Systems and parts	Manual Entry	Yes	936
				CUSTOM
<New Custom 937>	Systems and parts	Predefined Value List	Yes	937

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Part Information (maintenance)				**26**
Detailed information on specific aircraft parts, e.g. emanating from maintenance organisations.				
				CUSTOM
<New Custom 938>	Systems and parts	Predefined Value List	Yes	938
				CUSTOM

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Potential Factors and Safety Issues				**27**
The potential factors and safety issues (potential descriptive factors).				
Potential descriptive factor modifier	Classification and Factors	Predefined Value List		487
Modifiers provide information on the nature of the involvement of the subject to which they relate.				*ADREP*
Potential descriptive factor subject	Classification and Factors	Predefined Value List		488
Potential descriptive factors/safety issues: Use this field to report on safety issues or potential safety issues that relate to the occurrence irrespective whether these issues were causal or contributory to the occurrence.				*ADREP*
Potential factors justification	Classification and Factors	Manual Entry		707
A text justifying the potential descriptive factor.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Precipitation and Other Weather Phenomena				**28**
Precipitation and other weather phenomena characteristics.				
Phenomenon intensity	Weather	Predefined Value List		230
The intensity of the wheather phenomenon.				*ADREP*
Phenomenon type	Weather	Predefined Value List	Yes	299
The type of wheather phenomenon. according to World Meteorological Organization (WMO) in consort with the International Civil Aviation Organization (ICAO).				*ADREP*
Characteristics	Weather	Predefined Value List		607
The caracteristics of the precipitation and other weather phenomena.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Propeller information				**29**
Information on the propeller involved. Note: This does not imply that there was necessarily a failure or malfunction of the propeller.				
The manufacturer of the propeller	Propeller	Predefined Value List		492
The manufacturer of the aircraft propeller.				*ADREP*
The model of the propeller	Propeller	Manual Entry		493
The model of the aircraft propeller.				*ADREP*
Propeller Serial Number	Propeller	Manual Entry		893
				ADREP
ATA chapter of the propeller component involved	Propeller	Predefined Value List		894
				ADREP
The position of the propeller	Propeller	Manual Entry		895
				ADREP
Nature of the propeller involvement	Propeller	Predefined Value List		896
				ADREP
Estimated % of thrust loss	Propeller	Manual Entry		897
				ADREP
Estimated number of birds hit	Propeller	Manual Entry		898
				ADREP
Time since new	Propeller	Manual Entry		899
				ADREP
Time since overhaul	Propeller	Manual Entry		900
				ADREP
Time since inspection	Propeller	Manual Entry		901
				ADREP
Cycles since new	Propeller	Manual Entry		902
				ADREP
Cycles since overhaul	Propeller	Manual Entry		903
				ADREP
Cycles since inspection	Propeller	Manual Entry		904
				ADREP
Date of manufacturing	Propeller	Manual Entry		905
				ADREP
Date of overhaul	Propeller	Manual Entry		906
				ADREP
Date of repair / inspection	Propeller	Manual Entry		907
				ADREP
Monitoring system functioning	Propeller	Predefined Value List		908
				ADREP
Supporting evidence	Propeller	Manual Entry	Yes	909
				ADREP

Runway 31

Runway information and description.

Landing/take-off heading related to swell	Runway Description	Predefined Value List		136
For landing on water. Landing/take-off heading related to swell, e.g. across, along, diagonally across or no swell.				*ADREP*
Obstructions for water occurrences	Runway Description	Predefined Value List	Yes	212
To be used only for occurrences involving take-off from, or landing on, water. Information on obstructions present on the water, e.g. boats, buoys, piles/markers, sandbar/shoal or submerged objects/deadheads.				*ADREP*
Water condition	Runway Description	Predefined Value List		314
The general condition in terms of swell activity of the water in the area of the occurrence. The information is required for occurrences on water only.				*ADREP*
Wave height	Runway Description	Predefined Value List		316
The height of the waves e.g. less than 0.3 to 1 metre, 0.3 to 1 metre or greater than one metre. Wave Height: Generally taken as the height difference between the wave crest and the preceding trough.				*ADREP*
Take-off distance available	Runway Description	Manual Entry		496
The length of the take-off run available plus the length of the stopway, if provided. (An 6/I, An 14/I, PANS-ABC)				*ADREP*
The identifier of a runway	Runway Description	Manual Entry		499
A runway identifier consists of a two-digit number and on parallel runways is supplemented by a letter. On a single runway, dual parallel runways and triple parallel runways the two-digit number shall be the whole number nearest the one-tenth of the magnetic North when viewed from the direction of approach. On four or more parallel runways, one set of adjacent runways shall be numbered to the nearest one tenth magnetic azimuth and the other set of adjacent runways to the next nearest one-tenth magnetic azimuth. When the above rule results in a single digit number it is preceded by a zero. In the case of parallel runways, each runway designation number is supplemented by a letter as follows, in the order shown from left to right when viewed from the direction of approach: For two parallel runways: "L" "R"; for three parallel runways: "L" "C" "R"; for four parallel runways: "L" "R" "L" "R"; for five parallel runways: "L" "C" "R" "L" "R"; or "L" "R" "L" "C" "R" and for six parallel runways: "L" "C" "R" "L" "C" "R". Annex 14.				*ADREP*
LDA: Landing distance available	Runway Description	Manual Entry		500
LDA: The length of runway which is declared available and suitable for the ground run of an aeroplane landing. ICAO Annexes 6 and 14.				*ADREP*
The length of the runway expressed in metres	Runway Description	Manual Entry		501
Runway. A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.				*ADREP*
Runway category	Runway Description	Predefined Value List		502
The precision approach category for which this runway is equipped.				*ADREP*
Runway configuration	Runway Description	Predefined Value List		503
The configuration of the runway used by this aircraft.				*ADREP*
Runway slope	Runway Description	Predefined Value List		506
Information on the slope of the runway.				*ADREP*
Stopway length	Runway Description	Manual Entry		507
A stopway is a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area on which an aircraft can be stopped in the case of an abandoned take-off. ICAO Annex 4.Doc 4444				*ADREP*
Runway surface treatment	Runway Description	Predefined Value List		508
This provides information on the type of treatment of the surface of the runway, e.g. whether it was fully grooved or partially grooved.				*ADREP*
Runway surface type	Runway Description	Predefined Value List		509
This provides information on the type of surface in the take-off/landing area.				*ADREP*
Take-off distance available	Runway Description	Manual Entry		510
The length of the take-off run available plus the length of any clearway.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Runway				**31**
Runway information and description.				
Take-off run available	Runway Description	Manual Entry		511
The length of runway declared available and suitable for the ground run of an aeroplane taking off.				*ADREP*
Runway surface preparation type	Runway Description	Predefined Value List		512
The type of preparation that was applied to the runway, e.g. whether it was fully grooved or partially grooved.				*ADREP*
Runway width	Runway Description	Manual Entry		513
The width of a runway expressed in metres. Runway. A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.				*ADREP*
Clearway length	Runway Description	Manual Entry		799
				ADREP
RESA length	Runway Description	Manual Entry		811
Runway End Safety Area length				*ADREP*
RESA width	Runway Description	Manual Entry		812
Runway End Safety Area width				*ADREP*
RESA Surface type	Runway Description	Predefined Value List		813
Runway End Safety Area surface type				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Search Difficulties, Method and Time				**32**
Information on the search difficulties, method and results.				
Search difficulties encountered	Survival	Predefined Value List	Yes	514
Information on the difficulties encountered during the search. Specify as many as required.				*ADREP*
Search method applied	Survival	Predefined Value List		515
Information on the search method applied in the search, e.g. air search or sea search.				*ADREP*
The result of the search	Survival	Predefined Value List		516
Information on the result of the search, i.e. whether the search was successful or not.				*ADREP*
The search time	Survival	Manual Entry		517
The number of hours that the search was conducted.				*ADREP*

Sector 33

Sector related information.

ATM person's OJTI in progress	Sector	Predefined Value List		355
Information whether on-the-job-training-instructor was in progress for this air traffic management person.				*ADREP*
Information whether this sector was combined with one or more other sectors	Sector	Predefined Value List		518
Information whether this sector was combined with one or more other sectors				*ADREP*
Highest flight level displayed for sector	Sector	Manual Entry		519
The highest flight level displayed for sector. *Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.* *Note 1. - A pressure type altimeter calibrated in accordance with the standard atmosphere:* *a) when set to a QNH altimeter setting, will indicate altitude;* *b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;* *c) when set to a pressure 1 013.2 hPa, may be used to indicate flight levels.* *Note 2. - The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.*				*ADREP*
Lowest flight level displayed for sector	Sector	Manual Entry		520
The lowest flight level displayed for this sector. *Flight level: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.* *Note 1. - A pressure type altimeter calibrated in accordance with the standard atmosphere:* *a) when set to a QNH altimeter setting, will indicate altitude;* *b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;* *c) when set to a pressure 1 013.2 hPa, may be used to indicate flight levels.* *Note 2. - The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.*				*ADREP*
Positions manned in the sector	Sector	Manual Entry		521
The number of positions manned in the sector.				*ADREP*
Positions in this sector	Sector	Manual Entry		522
The number of positions in this sector.				*ADREP*
Positions which are not manned in sector	Sector	Predefined Value List	Yes	523
This attribute captures the categories of staff which were absent at the time of occurrence.				*ADREP*
Display centre radar	Sector	Manual Entry		524
Display centre of sector radar.				*ADREP*
Range set of sector radar	Sector	Manual Entry		525
The range to which the sector radar was set.				*ADREP*
Sector name	Sector	Manual Entry		526
The identification/name of the sector.				*ADREP*
The services provided by sector	Sector	Predefined Value List	Yes	527
The services provided by sector (AIS, ATM, MET, SAR, etc.)				*ADREP*
Stress 2 hours before occurrence (perceived by the 2nd controller)	Sector	Predefined Value List		528
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Stress 2 hours before occurrence (perceived by the controller)	Sector	Predefined Value List		529
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Stress 2 hours before occurrence (perceived by the investigator)	Sector	Predefined Value List		530
Stress two hours before the occurrence in the judgement of the investigator.				*ADREP*
Stress 2 hours before occurrence (perceived by the student)	Sector	Predefined Value List		531
Stress two hours before the occurrence in the judgement of the student controller.				*ADREP*
Stress 2 hours before occurrence (perceived by the supervisor)	Sector	Predefined Value List		532

Sector 33

Sector related information.

The use of the term "supervisor" will differ between States and even between units in some States.				*ADREP*
Traffic complexity at occurrence (perceived by the 2nd controller)	Sector	Predefined Value List		533
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic complexity at occurrence (perceived by the controller)	Sector	Predefined Value List		534
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic complexity at occurrence (perceived by the investigator)	Sector	Predefined Value List		535
Traffic complexity at the time of the occurrence in the judgement of the investigator.				*ADREP*
Traffic complexity at occurrence (perceived by the student)	Sector	Predefined Value List		536
Traffic complexity at the time of the occurrence in the judgement of the student controller.				*ADREP*
Traffic complexity at occurrence (perceived by the supervisor)	Sector	Predefined Value List		537
The use of the term "supervisor" will differ between States and even between units in some States.				*ADREP*
Traffic complexity before occurrence (perceived by the 2nd controller)	Sector	Predefined Value List		538
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic complexity before occurrence (perceived by the investigator)	Sector	Predefined Value List		539
Traffic complexity before the occurrence in the judgement of the investigator.				*ADREP*
Traffic complexity before occurrence (perceived by the controller)	Sector	Predefined Value List		540
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic complexity before occurrence (perceived by the student)	Sector	Predefined Value List		541
Traffic complexity before the occurrence in the judgement of the student controller.				*ADREP*
Traffic complexity before occurrence (perceived by the supervisor)	Sector	Predefined Value List		542
The use of the term "supervisor" will differ between States and even between units in some States.				*ADREP*
Traffic density at the time of the occurrence (perceived by the 2nd controller)	Sector	Predefined Value List		543
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic density at the time of the occurrence (perceived by the controller)	Sector	Predefined Value List		544
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic density at the time of the occurrence (perceived by the investigator)	Sector	Predefined Value List		545
Traffic density at the time of the occurrence in the judgement of the investigator.				*ADREP*
Traffic density at the time of the occurrence (perceived by the student)	Sector	Predefined Value List		546
Traffic density at the time of the occurrence in the judgement of the student controller.				*ADREP*
Traffic density at the time of the occurrence (perceived by the supervisor)	Sector	Predefined Value List		547
The use of the term "supervisor" will differ between States and even between units in some States.				*ADREP*
Traffic density before occurrence (perceived by the 2nd controller)	Sector	Predefined Value List		548
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic density before occurrence (perceived by the controller)	Sector	Predefined Value List		549
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic density before occurrence (perceived by the investigator)	Sector	Predefined Value List		550
Traffic density before the occurrence in the judgement of the investigator.				*ADREP*
Traffic density before occurrence (perceived by the student)	Sector	Predefined Value List		551
Traffic density before the occurrence in the judgement of the student controller.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Sector				**33**
Sector related information.				
Traffic density before occurrence (perceived by the supervisor)	Sector	Predefined Value List		552
The use of the term "supervisor" will differ between States and even between units in some States.				*ADREP*
Traffic variation before occurrence (perceived by the 2nd controller)	Sector	Predefined Value List		553
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic variation before occurrence (perceived by the controller)	Sector	Predefined Value List		554
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Traffic variation before occurrence (perceived by the investigator)	Sector	Predefined Value List		555
Traffic variation before the occurrence in the judgement of the investigator.				*ADREP*
Traffic variation before occurrence (perceived by the student)	Sector	Predefined Value List		556
Traffic variation before the occurrence in the judgement of the student controller.				*ADREP*
Traffic variation before occurrence (perceived by the supervisor)	Sector	Predefined Value List		557
The use of the term "supervisor" will differ between States and even between units in some States.				*ADREP*
Workload (perceived by the 2nd controller)	Sector	Predefined Value List		558
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Workload (perceived by the controller)	Sector	Predefined Value List		559
An Air Traffic Controller is a person authorized to provide an air traffic control service.				*ADREP*
Workload (perceived by the investigator)	Sector	Predefined Value List		560
Workload in the judgement of the investigator.				*ADREP*
Workload (perceived by the student)	Sector	Predefined Value List		561
Workload in the judgement of the student controller.				*ADREP*
Workload (perceived by the supervisor)	Sector	Predefined Value List		562
The use of the term "supervisor" will differ between States and even between units in some States. Generally a person in charge of a group of other persons.				*ADREP*
The sector capacity	Sector	Manual Entry		616
The sector capacity expressed in Aircraft/Hour.				*ADREP*
Actual sector load	Sector	Manual Entry		617
Actual sector load expressed in number of Aircrafts (this hour).				*ADREP*
Aircraft on same frequency	Sector	Manual Entry		618
Aircraft on same frequency expressed in number of Aircrafts.				*ADREP*
RTF Frequency	Sector	Manual Entry		619
RTF Frequency				*ADREP*
<New Custom 782>	Custom	Predefined Value List	Yes	782
				CUSTOM

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Separation				**34**
Separation general information.				
Information on the relative horizontal movement of the aircraft during the loss of separation	Separation	Predefined Value List		570
Information on the horizontal movement e.g. converging track, crossing tracks or parallel tracks, of the aircraft when a loss of separation incident took place.				*ADREP*
Military aircraft involved in a loss of separation incident	Separation	Predefined Value List		574
This is used to record whether any military aircraft was involved in the loss of separationincident.				*ADREP*
Minimum horizontal separation estimated	Separation	Manual Entry		575
The minimal horizontal distance during a incident involving two aircraft as estimated by the investigation taking into account all available evidence (witnesses, recordings). Note, if the incident involved more than two aircraft, the separation page needs to be repeated for each pair.				*ADREP*
Minimum horizontal separation prescribed	Separation	Manual Entry		577
The minimum horizontal separation that was prescribed at the time of the loss of separation incident.				*ADREP*
Minimum horizontal separation recorded	Separation	Manual Entry		579
The minimal horizontal distance during a incident involving two aircraft as recorded by a recording system such as RADAR recording.				*ADREP*
Minimum vertical separation estimated	Separation	Manual Entry		581
The minimal vertical distance during a incident involving two aircraft as estimated by the investigation taking into account all available evidence (witnesses, recordings). Note, if the incident involved more than two aircraft, the separation page needs to be repeated for each pair.				*ADREP*
Minimum vertical separation prescribed	Separation	Manual Entry		583
The minimum vertical separation that was prescribed at the time of the loss of separation incident.				*ADREP*
Minimum vertical separation recorded	Separation	Manual Entry		585
The minimal vertical distance during a incident involving two aircraft as recorded by a recording system such as RADAR recording.				*ADREP*
Rate of closure in separation	Separation	Manual Entry		588
The rate of closure between the aircraft involved in the loss of separation incident in knots.				*ADREP*
Distance in time	Separation	Manual Entry		697
The distance between the aircraft involved in the loss of separation incident in time period.				*ADREP*

Separation Aircraft 35

Separation between aircraft.

Information to indicate whether airborne collision avoidance system/traffic alert and collision avoidance system was installed	Separation	Predefined Value List		563
Information whether ACAS or TCAS was installed at the time of an AIRPROX incident. ACAS: An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders. Note 1.- In this context the term "independently" means that ACAS operates independently of other systems used by air traffic services except for communications with Mode S ground stations as defined in ICAO Annex 10. Note 2.- SSR transponders referred to above are those operating in Mode C or Mode S.				*ADREP*
Avoiding action taken by ATM in loss of separation incident	Separation	Predefined Value List		565
Information on whether any air traffic management initiated avoidance action existed during an loss of separation incident, and whether it was adequate/late.				*ADREP*
Avoiding action taken by aircraft in an incident involving a loss of separation	Separation	Predefined Value List		566
Information on whether any avoiding action was taken by the aircraft during an incident involving a loss of separation, and whether it was adequate/late.				*ADREP*
Bank angle of aircraft in separation	Separation	Predefined Value List		567
Information on the bank angle of the aircraft when an loss of separation incident took place, e.g. inverted, moderate, slight, steep or wings level.				*ADREP*
Bank direction of aircraft in separation	Separation	Predefined Value List		568
Information on the direction of bank when a loss of separation incident took place, i.e. left or right, of the aircraft when a loss of separation occurred.				*ADREP*
Initiator of avoiding action in loss of separation	Separation	Predefined Value List		571
Information on who initiated the avoiding action in a case involving a loss of separation incident.				*ADREP*
Aircraft landed safely after an AIRPROX	Separation	Predefined Value List		572
Information on whether the aircraft landed safely after a loss of separation incident.				*ADREP*
Other aircraft sighted in loss of separation incident	Separation	Predefined Value List		587
Information on whether this aircraft sighted the other aircraft involved in a loss of separation incident.				*ADREP*
Risk reduction ATM from avoiding action in separation	Separation	Predefined Value List		589
Information on whether the risk of collision was reduced by the ATM action taken during a loss of separation incident				*ADREP*
Visibility restrictions in separation	Separation	Predefined Value List	Yes	590
Information on the restrictions to visibility in a loss of separation incident. Visibility. Visibility for aeronautical purposes is the greater of: a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background; b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background. Note. The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).				*ADREP*
Risk reduction a/c from avoiding action in separation	Separation	Predefined Value List		591
Information on whether the risk of collision was reduced by the avoiding action taken during a loss of separation incident.				*ADREP*
VMC climb/descent	Separation	Predefined Value List		593

Separation Aircraft 35

Separation between aircraft.

VMC climb/descent: A climb or decent in which the pilot is responsible for maintaining separation from other traffic and is also responsible for maintaining visual meteorological conditions. *PANS-ATM, 5.9 refers: When so requested by an aircraft and provided it is agreed by the pilot of the other aircraft and so authorized by the appropriate ATS authority, an ATC unit may clear a controlled flight, including departing and arriving flights, operating in airspace Classes D and E in visual meteorological conditions during the hours of daylight to fly subject to maintaining own separation to one other aircraft and remaining in visual meteorological conditions. When a controlled flight is so cleared, the following shall apply:* *a) the clearance shall be for a specified portion of the flight at or below 3 050 m (10 000 ft), during climb or descent and subject to further restrictions as and when prescribed on the basis of regional air navigation agreements;* *b) if there is a possibility that flight under visual meteorological conditions may become impracticable, an IFR flight shall be provided with alternative instructions to be complied with in the event that flight in visual meteorological conditions (VMC) cannot be maintained for the term of the clearance;* *c) the pilot of an IFR flight, on observing that conditions are deteriorating and considering that operation in VMC will become impossible, shall inform ATC before entering instrument meteorological conditions (IMC) and shall proceed in accordance with the alternative instructions given.*				*ADREP*
Use of aircraft lighting in separation	Separation	Predefined Value List	Yes	596
Information on the use of aircraft lighting in a loss of separation incident.				*ADREP*
The height or altitude at which the loss of separation occurred	Separation	Manual Entry		597
The height or altitude at which the loss of separation incident occurred. *Height: The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.* *Altitude:The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).*				*ADREP*
Vertical profile of separation	Separation	Predefined Value List		598
Vertical profile of the aircraft involved in the loss of separation incident, i.e. climbing, descending or level flight before any avoidance action was taken.				*ADREP*
Visual approach in separation	Separation	Predefined Value List		599
Information on whether this aircraft was on a visual approach at the time of the loss of separation incident.				*ADREP*
Resolution Advisory Geometry	Separation	Predefined Value List		609
The relative position and velocities of the aircraft involved in an RA. *Resolution advisory (RA). An indication given to the flight crew recommending:* *a) a manoeuvre intended to provide separation from all threats; or* *b) a manoeuvre restriction intended to maintain existing separation*				*ADREP*
Resolution Advisory Type	Separation	Predefined Value List		610

Separation Aircraft 35

Separation between aircraft.

The type of RA: *Altitude crossing RA. A resolution advisory is altitude crossing if own ACAS aircraft is currently at least 30 m (100 ft) below or above the threat aircraft for upward or downward sense advisories, respectively.* *Climb RA. A positive RA recommending a climb but not an increased climb.* *Corrective RA. A resolution advisory that advises the pilot to deviate from the current flight path.* *Descend RA. A positive RA recommending a descent but not an increased descent.* *Increased rate RA. A resolution advisory with a strength that recommends increasing the altitude rate to a value exceeding that recommended by a previous climb or descend RA.* *Reversed sense RA. A resolution advisory that has had its sense reversed.* *Annex 10, Vol 4, Chapter 4.* *Resolution advisory (RA). An indication given to the flight crew recommending:* *a) a manoeuvre intended to provide separation from all threats; or* *b) a manoeuvre restriction intended to maintain existing separation* *Positive RA. A resolution advisory that advises the pilot either to climb or to descend (applies to ACAS II).*			*ADREP*
Pilot response to Resolution Advisor	Separation	Predefined Value List	611
The classification of the response of the pilot to the RA, an indication whether he climbed, descended, turned, did not respond, etc.			*ADREP*
Pilot response detail	Separation	Predefined Value List	612
The details of the response of the pilot in avoiding action.			*ADREP*
Resolution advisory Classification	Separation	Predefined Value List	613
Resolution advisory classification: the classification of an indication given to the flight crew recommending a manoeuvre intended to provide separation from all threats; or a manoeuvre restriction intended to maintain existing separation.			*ADREP*
ACAS/TCAS functioning	Separation	Predefined Value List	696
Information to indicate whether airborne collision avoidance system/traffic alert and collision avoidance system was functioning as designed/as intended.			*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Separation Traffic Info Type Quality				**36**
Type and quality of traffic information provided in a loss of separation.				
The type of traffic information provided	Separation	Predefined Value List		594
The type of the traffic information provided to the aircraft during the loss of separation incident, i.e. ACAS, air-to-air communications, ATC [non-radar], ATC [radar-information], none or visual sighting.				*ADREP*
The quality of the traffic information provided	Separation	Predefined Value List		595
Information on the quality of the overall traffic information at the time of the loss of separation incident, i.e. complete, incomplete, incorrect, late or none.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Weather Briefing				**37**
Weather briefing information.				
Weather briefing obtained	Weather	Predefined Value List		317
Information whether the crew obtained a weather briefing and when. A briefing is an oral commentary on existing and/or expected meteorological conditions. ICAO Annex 3.				*ADREP*
Source of briefing	Weather	Predefined Value List		642
The source of weather briefing.				*ADREP*
Type of weather briefing	Weather	Predefined Value List		875
				ADREP

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Other Aircraft Recording Devices				**42**
The other devices on the aircraft that record data, e.g. the quick access recorder, the global positioning system, the flight management system, etc...				
Other recording device type	Recording Devices	Predefined Value List		675
The type of other recording device used on the aircraft.				*ADREP*
Other recording device - reason for data loss	Recording Devices	Predefined Value List		684
In cases where all or some of the data was not recovered from the recorder, provide the most important reason for the loss of data.				*ADREP*
Other recording device - recording medium	Recording Devices	Predefined Value List		685
The medium on which the other recording device recorded.				*ADREP*
Other recording device - data recovery	Recording Devices	Predefined Value List		686
To indicate whether it was practicable to recover the data from the other recording device.				*ADREP*
Other recording device - use of the data	Recording Devices	Predefined Value List	Yes	687
To indicate the type of operation(s) performed on the other recording device data and the type of output produced.				*ADREP*
<New Custom 780>	Custom	Manual Entry	Yes	780
				CUSTOM

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Dangerous Goods Information. *Dangerous Goods Information (Class and UN numbers).*				**43**
Dangerous good (Class number and UN number)	Dangerous Goods	Predefined Value List		688
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.*				*ADREP*
Label	Dangerous Goods	Manual Entry	Yes	691
The graphics representing the dangerous goods safety marks (label, placard symbols, and/or text information).				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Human Error in ATM				**44**
The Human Error in European Air Traffic Management.				
The description of the error	HERA	Manual Entry		698
A general description of the error.				*HERA-JANUS*
The type of error	HERA	Predefined Value List		699
To indicate the main types of error.				*HERA-JANUS*
Error details	HERA	Predefined Value List		700
To indicate the details of the error.				*HERA-JANUS*
Error mechanism	HERA	Predefined Value List		701
The Information Processing level and the Error Mechanism are both dependent on the choice of Error Detail.				*HERA-JANUS*
Information processing	HERA	Predefined Value List		702
The Information Processing level and the Error Mechanism are both dependent on the choice of Error Detail.				*HERA-JANUS*
Task List	HERA	Predefined Value List	Yes	789
				HERA-JANUS
Information and equipment	HERA	Predefined Value List	Yes	790
				HERA-JANUS
HERA path	HERA	Manual Entry		791
				HERA-JANUS

ECCAIRS Aviation 1.3.0.12	Value type	MV	Id

Occurrence History

46

Set of administrative attributes that includes occurrence objects, sending and receiving entities, receiving date.

Occurrence	Object	Manual Entry	728
The occurrence embedded data.			*ECCAIRS*
Receiving date	Management	Manual Entry	729
The date the report was received. This date is formatted according to the system short date format.			*ECCAIRS*
Sending entity	Management	Predefined Value List	731
The name of the entity or organisation that sent the report.			*ECCAIRS*
Receiving entity	Management	Predefined Value List	732
The name of the entity or organisation that received the report.			*ECCAIRS*
The occurrence file number received	Management	Manual Entry	794
The file number allocated by the sending entity.			*ECCAIRS*

Runway incursion information 47

General information related to the runway incursion.

The severity classification for runway incursions (incidents)	Runway Incursion	Predefined Value List		735
For the purpose of global harmonization and effective data sharing, when classifying the severity of runway incursions, the following severity classification scheme should be applied for runway incursions incidents (excluding accidents that refer to ICAO Annex 13 definition). *The objective of the runway incursion severity classification exercise is to produce and record the assessment of each runway incursion. This is a critical component of measuring risk, where risk is a function of the severity of the outcome and the probability of recurrence. Whatever the severity of the occurrence however, all runway incursions should be adequately investigated to determine the causal and contributory factors and to ensure risk mitigation measures are implemented to prevent any recurrence.* *Severity classification of runway incursions should be assessed as soon as possible after the incident notification. A reassessment of the final outcome may be applied at the end of the investigation process.* *ICAO - Manual for Preventing Runway Incursions (Doc 9870)*				*ADREP*
The estimated vertical distance between aircraft and/or vehicle	Runway Incursion	Manual Entry		736
The minimal vertical distance during an incident involving two aircraft or one aircraft and a vehicle as estimated by the investigation taking into account all available evidence (witnesses, recordings).				*ADREP*
The estimated horizontal distance between aircraft and/or vehicle	Runway Incursion	Manual Entry		737
The minimal horizontal distance during an incident involving two aircraft or one aircraft and a vehicle as estimated by the investigation taking into account all available evidence (witnesses, recordings).				*ADREP*
Movement profile	Runway Incursion	Predefined Value List		738
Movement profile of the entity involved in the runway incursion incident, i.e. climbing, descending or on ground before any avoidance action was taken.				*ADREP*
Geometry of the encounter	Runway Incursion	Predefined Value List		739
The relative position of the aircraft or vehicle involved in a runway incursion.				*ADREP*
Evasive or corrective action	Runway Incursion	Predefined Value List		740
Information on the type of action taken in a runway incursion incident.				*ADREP*
Entities involved in a runway incursion	Runway Incursion	Predefined Value List	Yes	741
The type(s) of entity involved in a runway incursion: aircraft, vehicle or person.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Aerodrome vehicle				**48**
Information on the aerodrome vehicle involved in the occurrence.				
Type of aerodrome vehicle	Aerodrome	Predefined Value List		733
The type of aerodrome vehicle involved in the runway incursion.				*ADREP*
Vehicle Call Sign	Aerodrome	Manual Entry		734
The assigned radio call sign of the vehicle. A group of letters, figures or a combination to be used in ground-ground air traffic services communication.				*ADREP*
Vehicle being controlled by an ATS unit	Aerodrome	Predefined Value List		743
This is used to record whether the vehicle involved in the runway incursion was being controlled by an ATS unit.				*ADREP*
Vehicle radio installed/operation	Aerodrome	Predefined Value List		744
Information to indicate whether radio was installed in the vehicle and was functioning.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Potential Explanatory Factor				**49**
The potential factors and safety issues (potential explanatory factors).				
Potential explanatory factor modifier	Classification and Factors	Predefined Value List		489
Modifiers provide information on the nature of the involvement of the subject to which they relate.				*ADREP*
Potential explanatory factor organization/person	Classification and Factors	Predefined Value List		490
The person or organization to which the potential explanatory factor relates.				*ADREP*
Potential explanatory factor subject	Classification and Factors	Predefined Value List		491
The area of concern or subject described in the potential explanatory factor.				*ADREP*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Safety Recommendation				**51**
The area(s) of concern covered by the safety recommendation. It contains a Recommendation Data Link.				
Safety recommendation	Investigation Report	Predefined Value List		427
The area(s) of concern covered by the safety recommendation.				*ADREP*
Recommendation data link	External Link	Manual Entry		788
The Recommendation external data link.				*ECCAIRS*

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Contextual Condition				**52**
Contextual factors describe aspects of the task that the controller was performing at the time of the error.				
Contextual condition	HERA	Predefined Value List		703
Contextual factors describe aspects of the task that the controller was performing at the time of the error.				*HERA-JANUS*
Contextual condition Modifier	HERA	Predefined Value List		792
				HERA-JANUS

Reporting history

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Reporting history

Report identification	Management	Manual Entry	438
The identifying file reference of the final report.			*ADREP*
The name of the entity that provided the report	Management	Predefined Value List	447
The name of the entity or organisation that provided the report.			*ADREP*
Report source	Management	Predefined Value List	476
The source of the report, i.e. from investigations, voluntary reporting, media reports etc.			*ADREP*
Reporting form type	Management	Predefined Value List	495
Type of reporting form used for specifying facts of an occurrence. *The reference number of the report can be entered as additional text.*			*ADREP*
Report status	Management	Predefined Value List	800
			ADREP
Reporting date	Management	Manual Entry	801
			ADREP
Report	Management	Manual Entry	802
			ADREP

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Personnel on ground *Other personnel on ground*				**54**
Personnel on ground experience.	Personnel	Manual Entry		814
				ADREP
Personnel on ground category	Personnel	Predefined Value List		815
				ADREP

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
Foreign Object *Foreign Object*				**55**
FO Source	Aerodrome	Predefined Value List		818
The Foreign Object Source				*ADREP*
FO Location	Aerodrome	Predefined Value List		819
The location of the Foreign Object on the Aerodrome.				*ADREP*
Collecting Phase	Aerodrome	Predefined Value List		820
The Phase when the FO was Collected.				*ADREP*
Object Picture	Aerodrome	Manual Entry	Yes	821
				ADREP

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
PiggyBack *PiggyBack*				**56**
PiggyBack Data	Other	Manual Entry		838
				Current Taxonomy
PiggyBack last modified	Other	Manual Entry		839
				Current Taxonomy
PiggyBack User Name	Other	Manual Entry		840
				Current Taxonomy
PiggyBack Description	Other	Manual Entry		841
				Current Taxonomy

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
CUSTOM-1				**57**
<New Custom 846>	Other	Predefined Value List	Yes	846
				CUSTOM
<New Custom 847>	Other	Predefined Value List	Yes	847
				CUSTOM
<New Custom 848>	Other	Predefined Value List	Yes	848
				CUSTOM
<New Custom 849>	Other	Predefined Value List	Yes	849
				CUSTOM
<New Custom 850>	Other	Manual Entry	Yes	850
				CUSTOM
<New Custom 851>	Other	Manual Entry	Yes	851
				CUSTOM
<New Custom 852>	Other	Predefined Value List	Yes	852
				CUSTOM
<New Custom 853>	Other	Manual Entry	Yes	853
				CUSTOM
<New Custom 854>	Other	Manual Entry	Yes	854
				CUSTOM
<New Custom 910>	Other	Manual Entry	Yes	910
				CUSTOM
<New Custom 911>	Other	Manual Entry	Yes	911
				CUSTOM
<New Custom 912>	Other	Manual Entry	Yes	912
				CUSTOM
<New Custom 913>	Other	Manual Entry	Yes	913
				CUSTOM
<New Custom 914>	Other	Manual Entry	Yes	914
				CUSTOM
<New Custom 915>	Other	Manual Entry	Yes	915
				CUSTOM
<New Custom 916>	Other	Manual Entry	Yes	916
				CUSTOM
<New Custom 917>	Other	Manual Entry	Yes	917
				CUSTOM

ECCAIRS Aviation 1.3.0.12		Value type	MV	Id
CUSTOM-2				**58**
<New Custom 842>	Other	Predefined Value List	Yes	842
				CUSTOM
<New Custom 843>	Other	Predefined Value List	Yes	843
				CUSTOM
<New Custom 844>	Other	Predefined Value List	Yes	844
				CUSTOM
<New Custom 845>	Other	Manual Entry	Yes	845
				CUSTOM
<New Custom 918>	Other	Manual Entry	Yes	918
				CUSTOM
<New Custom 919>	Other	Manual Entry	Yes	919
				CUSTOM
<New Custom 920>	Other	Manual Entry	Yes	920
				CUSTOM
<New Custom 921>	Other	Manual Entry	Yes	921
				CUSTOM
<New Custom 922>	Other	Manual Entry	Yes	922
				CUSTOM
<New Custom 923>	Other	Manual Entry	Yes	923
				CUSTOM
<New Custom 924>	Other	Manual Entry	Yes	924
				CUSTOM
<New Custom 925>	Other	Manual Entry	Yes	925
				CUSTOM