

# 重大飛航事故通報表

Aviation Occurrence Report Form

編號：\_\_\_\_\_（運安會填寫）

通 報 對 象 Unit to be notified		國家運輸安全調查委員會 Taiwan Transportation Safety Board	
通 報 電 話 Phone No.		0800 – 004 – 066 0935 – 628 – 217	
傳 真 號 碼 FAX No.		( 02 ) 8912-7397	
電 子 郵 件 Email		<a href="mailto:go_team-air@ttsb.gov.tw">go_team-air@ttsb.gov.tw</a>	
航 空 公 司 Operator		機 型 Aircraft Model	
班 次 號 碼 Flight No.		註 冊 號 碼 Registration No.	
起 飛 地 點 Departure Point		起 飛 時 間 Departure Time	
目 的 地 Destination		實 際 降 落 機 場 Actual Landing Point	
事件發生日期 Date of Occurrence	年 Year	月 Month	日 Day
事件發生時間 Time of Occurrence	上午 / 下午 AM / PM	時 Hour	分 Minute
事件發生地點 Location of Occurrence			
<p>事 件 簡 述：（現場狀況、傷亡/損失情形、災害類別等；如不敷使用，請另用紙張填寫）</p> <p>Summary of Occurrence</p>			
通 報 人 Notified by		通報單位 Unit	
		聯絡電話及電郵 Phone No.& Email	
以下請勿填寫 For official use only			
登 記 人 Duty Officer		通報登記時間 Notification Recorded at	
		月 Month	日 Day
		時 Hour	分 Minute

**Reference materials for reporting various types of aircraft flight accidents are as follows:**

**Regarding the reference articles for reporting civil aircraft and public aircraft flight accidents, they are in accordance with the ' The Regulation Governing the Handling of Investigation Procedures for Civil and Public Aircraft Occurrence'**

## Article 2

The terms used in the Regulation shall be defined as follows:

1. .Major Aviation occurrences: refer to the Major aviation occurrences (Civil aircraft and public aircraft) specified in the scope of the Major Transportation Occurrences prescribed in the first paragraph of Article 1 of the Act..

2. Death : means that the person is in the aircraft, in direct contact with any part of the aircraft, or directly exposed to the airflow caused or caused by the aircraft, and it is not resulting from natural causes, self-induced behaviors, intrusion by another person, or concealment in non-passenger and non-crew seated areas for purposes of illegal immigration. As a result, those who died on the spot or within 30 days of being injured.

3. Injury: refers to the person is in the aircraft, in direct contact with any part of the aircraft, or directly exposed to the airflow caused or caused by the aircraft, and it is not resulting from natural causes, self-induced behaviors, intrusion by another person, or concealment in non-passenger and non- crew seated areas for purposes of illegal immigration, who may have one of the following situations:

1) Hospitalization for more than forty-eight (48) hours is required within seven (7) days upon occurrence of the injury.

2) Fracture, excluding that of any finger, toe or nose.

3) Serious bleeding or damage to nerves, muscles or tendons due to laceration.

4) Any harm to an internal organ.

5) Burns of Grade 2 or 3, or more than 5 percents of burns on the skin of the whole body.

6) Confirmed exposure to contaminated substances or harmful radiations.

4. "Substantial damage": Adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when

the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome)

5. “Missing”: Fail to recover the wreckage of the aircraft at the conclusion of the search efforts as determined by the Taiwan Transportation Safety Board (hereinafter referred to as the TTSB).

6. “Accredited Representative” : After an major aviation occurrence arises, an individual who is appointed by the government of the State of Registry, the State of the Operator, the State of Design or the State of Manufacture or any other state concerned (excluding the State whose nationals having sustained death in the occurrence), and who is authorized to lead one or more advisors from the same State to participate in the investigation of the major aviation occurrence conducted by the State of Occurrence or by the State that has been delegated the conduction of the investigation.

7. Duty Officer: Refers to the personnel who alternately serves by the investigators of the TTSB, who are on duty 24 hours a day, and are responsible for handling notification of major aviation occurrences.

8. “On-scene Investigator”: An aviation safety investigator who, after the TTSB learns of a major aviation occurrence or an alleged major aviation occurrence, is appointed by the TTSB to take charge of directing the go- team to carry out on-scene identification of the major aviation occurrence and investigation-related operations, and whose mission shall terminate upon appointment of an Investigator-In-Charge.

9. “Go-team”: A temporary task force formed by investigators of the TTSB to carry out the identification of a major aviation occurrence, on-scene inspection and collection of occurrence-related information.

10. “Investigator-In-Charge”: An aviation safety investigator who, after a major aviation occurrence arises, is designated by the TTSB pursuant to the Act to take charge of the investigation of the aviation occurrence.

11 “Investigation Task Force”: An investigation team established by the Investigator-In-Charge pursuant to the Act, which shall, during the investigation, submit to the direction of the Investigator-In-Charge in conducting relevant operations.

12 “Command Post of Investigation”: A place set up for the purposes of direction, control, communication and logistic support for the implementation of on-scene investigation and conducting of such relevant operations as meetings and mission briefings for the investigation task force.,

13. Flight data recorder: Refers to the device that records aircraft system, performance and environmental parameters in the flight recorder.

14. Cockpit voice recorder: Refers to the device in the flight recorder that records the voice in the cockpit.

## Article 5

The owner of the aircraft, the operator of the aircraft and the air traffic control authority (organization) shall notify the TTSB of the following occurrence or alleged occurrence:

1. Death or injury of any person;
2. The aircraft is missing or is completely inaccessibility;
3. Substantial damage to aircraft or existence of sufficient ground to believe that the aircraft is subjected to substantial damage;
4. An aircraft is in close proximity to another aircraft within five hundred feet in the air and requiring an avoidance maneuver to avoid a collision or an unsafe situation;
5. The aircraft collision event may cause substantial damage to the aircraft;
6. During controllable flights, those who deviate from the course or fail to comply with the air traffic control instructions must take emergency avoidance maneuver to avoid collision with terrain or ground barriers;
7. Aborted take-offs on a closed or engaged runway, on a taxiway or unassigned runway;
8. Take-offs from a closed or engaged runway, from a taxiway or unassigned runway;
9. Landings or attempted landings on a closed or engaged runway, on a taxiway or unassigned runway (height lower than three hundred feet above the ground, or instructed by the air traffic controller to make a correction);
10. Gross failures to achieve predicted performance during take-off or initial climb;
11. Fire and/or smoke in the cockpit, passenger compartment or cargo compartment, or engine fire.

12. The flight crew must use oxygen in an emergency situation pursuant to the operation manual;
13. Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident;
14. Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft;
15. Flight crew incapacitation in flight;
16. Fuel quantity level or distribution situations requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion or inability to use all usable fuel on board;
17. Runway incursion occurred due to the aircraft is close to an obstacle or other aircraft in take-off or landing phase;
18. Take-off or landing incidents, such as under-shooting, overrunning or running off the side of runways;
19. System failures, weather phenomena, operations outside the approved flight envelope or other occurrences which caused or could have caused difficulties controlling the aircraft;
20. Failures of more than one system in a redundancy system mandatory for flight guidance and navigation;
21. The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft; or
22. Any other situation that may cause death, injury or conform to the content of paragraph 17 of Article 2 of the Civil Aviation Law.

**Regarding the reference articles for reporting Ultra-light Vehicle flight accidents, they are in accordance with the ' The Regulation Governing the Handling of Investigation Procedures for Ultra-light Vehicle Occurrence'**

Article 2

The terms used in the Regulation shall be defined as follows:

1. Major Aviation occurrences: refer to the Major aviation occurrences (Ultra- Light Vehicle) specified in the scope of the Major Transportation Occurrences prescribed in the second paragraph of Article 1 of the Act.
2. Activity association for ultra-light vehicle (hereinafter referred to as “activity association”): Any community group that completes the approval process and legal entity registration pursuant to Article 99-1 of the Civil Aviation Act.
3. “The Owner of the Ultra-light Vehicle”: Any natural person or legal entity that owns an ultra-light vehicle, and whose application has been approved pursuant to the applicable provisions of the “Regulation Governing the Supervision of Ultra-light Vehicle” as prescribed by the Civil Aeronautics Administration of the Ministry of Transportation and Communications (hereinafter referred to as the “CAA”).
4. “The Operator of the Ultra-light Vehicle”: Any person that has acquired an “operating license for ultra-light vehicle” pursuant to the applicable provisions of the “Regulation Governing the Supervision of Ultra-light Vehicle” as prescribed by the CAA.
5. Death: means that the person is in the aircraft, in direct contact with any part of the aircraft, and it is not resulting from natural causes, self-induced behaviors, intrusion by another person. As a result, those who died on the spot or within 30 days of being injured.
6. “Injury”: means that the person is in the aircraft, in direct contact with any part of the aircraft, and it is not resulting from natural causes, self-induced behaviors, intrusion by another person. As a result, hospitalization for more than forty-eight (48) hours is required within upon occurrence of the injury.
7. “Substantial damage”: Any irreparable damage to an ultra-light vehicle.

8. "Missing": Fail to recover the wreckage of the ultra-light vehicle at the conclusion of the search efforts as determined by the Taiwan Transportation Safety Board (hereinafter referred to as the "TTSB").

9. Duty Officer: Refers to the personnel who are alternately served by the investigators of the TTSB on duty 24 hours a day, and are responsible for handling notification of major aviation occurrences.

10. "Investigator-In-Charge": An aviation safety investigator who, after a major aviation occurrence arises, is designated by the TTSB pursuant to the Act to take charge of the investigation of the aviation occurrence.

11. "Investigation Task Force": An investigation team established by the Investigator-In-Charge pursuant to the Act, which shall, during the investigation, submit to the direction of the Investigator-In-Charge in conducting relevant operations.

### Article 3

After a major aviation occurrence of an ultra-light vehicle arises, the activity association, the owner of the ultra-light vehicle and the operator of the ultra-light vehicle and the government authorities (organizations) concerned shall promptly notify TTSB's duty officer on present situations of the occurrence.

The activity association, the owner of the ultra-light vehicle and the operator of the ultra-light vehicle, and the government authorities (organizations) concerned shall issue a notification in the event of any of the following occurrences:

1. Death or injury of any person;
2. Substantial damage;
3. The vehicle is missing or is inaccessibility; or
4. Severe damage to or destruction of any property due to an ultra-light vehicle or any part that came off the ultra-light vehicle.

**Regarding the reference articles for reporting Drone flight accidents, they are in accordance with the ' The Regulation Governing the Handling of Investigation Procedures for Drone Occurrence'**

**Article 2**

The terms used in the Regulation shall be defined as follows:

1. Major Aviation occurrences: refer to the Major aviation occurrences (Drone) specified in the scope of the Major Transportation Occurrences prescribed in the third paragraph of Article 1 of the Act..
2. Death : means that the person is in direct contact with any part of the aircraft, Including the part separated from the aircraft and as a result, those who died on the spot.
3. "Injury": means that hospitalization for more than forty-eight (48) hours within seven (7) days upon occurrence of the injury.
4. "Substantial damage": Any unrepairable damage to a drone.
5. Duty Officer: Refers to the personnel who are alternately served by the investigators of the TTSB on duty 24 hours a day, and are responsible for handling notification of major aviation occurrences.
6. "Investigator-In-Charge": An aviation safety investigator who, after a major aviation occurrence arises, is designated by the TTSB pursuant to the Act to take charge of the investigation of the aviation occurrence. "Investigation Task Force": An investigation team established by the Investigator-In-Charge pursuant to the Act, which shall, during the investigation, submit to the direction of the Investigator-In-Charge in conducting relevant operations.

**Article 3**

After a major aviation occurrence of a drone arises, the owner or the operator of the drone and the government authorities (organizations) concerned shall promptly notify TTSB duty officer on present situations of the occurrence. The owner or the operator of the drone and the government authorities (organizations) concerned shall issue a notification in the event of any of the following occurrences:

1. Death or injury of any person;
- 2, Substantial damage to a drone with a maximum takeoff weight of more than 25 kg.;
4. Severe damage to or destruction of any property or damage exceeding NT\$500,000.