

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		go_team-air@ttsb.gov.tw			
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					
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） Summary of Occurrence					
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 Occurrence: Any occurrence classified as specified within the Scope of Major Transportation Occurrences prescribed pursuant to Paragraph 2, Article 2 of the Act.
2. Death : A person is fatally injured at the scene or within 30 days of sustaining an injury as a result of being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew.
3. Injury: An injury sustained by a person being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, and not from natural causes, the person's own behavior, the conduct of unauthorized personnel who are not passengers or pilots or cabin crew, or being a stowaway hiding outside the areas normally available to passengers and crew, which:
 - 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received;
 - 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
 - 3) Hemorrhaging or damage to nerves, muscles or tendons due to laceration;
 - 4) involves any internal organ;

5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface;

6) involves verified exposure to infectious substances or injurious radiation.

4. Substantial Damage: Damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and typically requires major repair or replacement of the affected component, excluding a single engine's failure or damage on a multi-engine aircraft (including its cowlings or accessories); damage 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); minor damage to the main rotor blades, tail rotor blades, or landing gear; and minor damage resulting from hail or bird strikes (including punctures in the radome).

5. Missing: A status in which the search for an aircraft has been officially terminated by the Taiwan Transportation Safety Board (hereinafter referred to as "TTSB") and the wreckage has not been located.

6. Accredited Representative: An individual who, in the event of a major aviation occurrence, is appointed and authorized by the government of the State of Registry, the State of the Owner, the State of the Operator, the State of Design, the State of Manufacture or any other state concerned (excluding States which have a special interest in an accident by virtue of fatalities to its citizens), to lead one or more advisors from the 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 by the State of Occurrence to undertake the investigation.

7. Duty Officer: A TTSB investigator assigned to 24-hour shifts responsible for receiving and notifications of reporting major aviation occurrences.

8. On-scene Investigator: An aviation safety investigator designated by the TTSB

upon notification of a major or suspected aviation occurrence, responsible for leading the on-scene team in the on-scene determination of a major aviation occurrence and investigation-related operations, and whose mission shall terminate upon the appointment of the Investigator-in-Charge.

9. On-Scene Team: An ad hoc group of TTSB investigators assembled to conduct on-site determination, documentation, and data collection in response to a major aviation occurrence.

10. Investigator-in-Charge: An investigator designated by the TTSB in accordance with the Act to lead and manage the investigation of a major aviation occurrence, and to appoint and establish the investigation task force; and direct major relevant investigations.

11. Investigation Task Force: An ad hoc investigation team established and directed by the Investigator-in-Charge pursuant to the Act to carry out relevant tasks during investigation.

12. Investigation Command Post: A facility established to provide command, control, communication, and logistic support to facilitate on-site investigation, as well as to host meetings and briefings for the investigation task force.

13. Flight Data Recorder: A flight recorder that records aircraft system, performance and environmental parameters.

14. Cockpit Voice Recorder: A flight recorder that records audio communications and sounds within 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:

The owner of the aircraft, the operator of the aircraft and the air traffic control

agency (institution) shall report to the TTSB any of the following major aviation occurrences or suspected major aviation occurrences:

1. Death or injury to any person.
2. An aircraft that is missing or completely inaccessible.
3. Substantial damage to an aircraft, or where there are sufficient grounds to believe that the aircraft has sustained substantial damage.
4. An airborne aircraft coming within 500 feet of another airborne aircraft, requiring an avoidance maneuver to prevent a mid-air collision or an unsafe situation.
5. An aircraft collision that may result in substantial damage to the aircraft.
6. Occurrences during controlled flight where deviation from the assigned track or failure to comply with air traffic control instructions necessitates an emergency avoidance maneuver to avoid collision with terrain or obstacles.
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 on an unassigned runway (less than 300 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. Fires and/or smoke in the cockpit, in the passenger compartment, in cargo compartments or engine fire.
12. Events requiring the emergency use of oxygen by the flight crew in accordance with 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 incursions where the aircraft is close to an obstacle or other aircraft during take-off or landing phase.
18. Take-off or landing incidents, such as under-shooting, overrunning or veering 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 redundant system required for flight guidance and navigation.
21. The unintentional or emergency release of a slung load or any other load carried externally to the aircraft.
22. Any other occurrence that is likely to cause death or injury to any person, or that is likely to meet the criteria specified in Subparagraph 17, Article 2 of the Civil Aviation Act.

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:

The terms used in these Regulations are defined as follows:

1. Major Aviation Occurrences: Any occurrence classified as specified within the Scope of Major Transportation Occurrences prescribed pursuant to Paragraph 2, Article 2 of the Act.
2. Activity association for ultra-light vehicle (hereinafter referred to as “activity association”): Any community group that has obtained approval and completed legal entity registration in accordance with Article 99-1 of the Civil Aviation Act.
3. Owner of ultra-light vehicle: Any natural person or legal entity that owns an ultra-light vehicle and has obtained an ownership license in accordance with the applicable provisions of the Ultra-Light Vehicles Regulations prescribed by the Civil Aviation Administration, Ministry of Transportation and Communications (hereinafter referred to as the “CAA”).
4. Operator of ultra-light vehicle: Any person who has obtained an operating license for ultra-light vehicles pursuant to the applicable provisions of the Ultra-Light Vehicles Regulations prescribed by the CAA.
5. Death: A person is fatally injured at the scene or within 30 days of sustaining an injury as a result of being in the ultra-light vehicle, or direct contact with any part of the ultra-light vehicle, except when the injuries are from natural causes, self-inflicted or inflicted by other persons.
6. Injury: An injury sustained by a person being in the ultra-light vehicle, or direct contact with any part of the ultra-light vehicle, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, which requires

continuous hospitalization for more than 48 hours.

7. Substantial Damage: Any damage to an ultra-light vehicle that is beyond repair.

8. Missing: A status in which the search for an ultra-light vehicle has been officially terminated by the Taiwan Transportation Safety Board (hereinafter referred to as the "TTSB") and the wreckage has not been located.

9. Duty Officer: A TTSB investigator assigned to 24-hour shifts responsible for receiving and notifications of reporting major aviation occurrences.

10. Investigator-in-Charge: An investigator designated by the TTSB in accordance with the Act to lead and manage the investigation of a major aviation occurrence, and to appoint and establish the investigation task force; and direct major relevant investigations.

11. Investigation Task Force: An ad hoc investigation team established and directed by the Investigator-in-Charge pursuant to the Act to carry out relevant tasks during investigation.

Article 3

In the event of a major aviation occurrence, the activity association, the owner of the ultra-light vehicle, the operator of the ultra-light vehicle, and the relevant government agencies (institutions) shall promptly submit a status report to the TTSB duty officer.

The activity association, the owner of the ultra-light vehicle, the operator of the ultra-light vehicle, and the relevant government authorities (agencies) shall notify any of the following occurrences:

1. Death or injury to any person.

2. Substantial damage.

3.The missing or is completely inaccessible.

4.Any other occurrence that may significantly affect the people's lives and property.

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 these Regulations are defined as follows:

1. Major Aviation Occurrence: Any occurrence classified as specified within the Scope of Major Transportation Occurrences prescribed pursuant to Paragraph 2, Article 2 of the Act.
2. Death: A person is fatally injured at the scene as a result of direct contact with any part of the drone, including parts which have become detached from the drone.
3. Injury: An injury sustained by a person requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received.
4. Substantial Damage: Any damage to a drone that is beyond repair.
5. Duty Officer: A Taiwan Transportation Safety Board (hereinafter referred to as "TTSB") investigator assigned to 24-hour shifts responsible for receiving and notifications of reporting major aviation occurrences.
6. Investigator-in-Charge: An investigator designated by the TTSB in accordance with the Act to lead and manage the investigation of a major aviation occurrence, and to appoint and establish the investigation task force; and direct major relevant investigations.
7. Investigation Task Force: An ad hoc investigation team established and directed by the Investigator-in-Charge pursuant to the Act to carry out relevant tasks during investigation.

Article 3

In the event of a major aviation occurrence involving a drone, the owner or the operator of the drone and the relevant government agencies (institutions) shall

promptly submit a status report to the TTSB duty officer.

The occurrence of any of the following events warrants a report from the owner or the operator of the drone and the relevant government agencies (institutions):

1. Death or injury to any person.
2. Substantial damage to a drone with a maximum takeoff mass exceeding 25 kg.
3. Any other significant impact on the life or property of any person, or any incident resulting in damages exceeding NT\$500,000.