

F. Air Transport

F.I INFRASTRUCTURE

F.I-01 Airport

A defined area of land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and open for commercial air transport operations.

Most airports have a 4-letter ICAO code as listed in the ICAO Document 7910. Most but not all also have codes allocated by IATA. ICAO airport codes may change but not re-used while IATA airport codes may change and may be re-used.

F.I-02 International airport

Any airport designated by the competent authorities in the territory of which it is situated as an airport of entry and departure for international air traffic, where the formalities incidental to customs, immigration, public health, agricultural quarantine and similar procedures are carried out, whether such facilities are provided on a full time or part-time basis.

F.I-03 Domestic airport

Any airport not designated to handle international traffic.

F.I-04 Airport terminal

A self-contained facility for handling passengers and/or freight:

- Passenger terminal.

An airport terminal with facilities for the handling of passengers, including passenger check-in, baggage handling, security, immigration passenger boarding and disembarkation.

- Freight terminal.

An airport terminal designed solely to handle freight shipments, including freight acceptance and release, secure storage, security and documentation.

F.I-05 Airport runways

A defined rectangular area on an airport prepared for the landing and take-off of aircraft with the following characteristics:

- Take-off run available.

The length of runway declared available and suitable for the ground run of an aircraft taking off.

- Landing distance available.

The length of runway which is declared available and suitable for the ground run of an aircraft landing.



F.I-06 Airport taxiways

A defined path on an airport established for the taxiing of aircraft and intended to provide a link between one part of the airport and another.



F.I-07 Check-in facilities

- Conventional.

A conventional check-in facility where airline staff handle ticket processing, luggage labelling, including fast bag drops, and issue of boarding cards directly.

- Self-service check-in kiosks.

A kiosk providing check-in facilities and offering automatic ticket processing, boarding cards and,

in some cases, luggage label printing.

F.I-08 Passenger gates

An area of a passenger terminal where passengers gather prior to boarding their Aircraft.

a) With jet bridges (jetways, air jetty, skybridges or finger bridges).

A gate with a connection to the aircraft to allow boarding without descending to ground level and using steps to board.

b) Other.

Gates other than those with jet bridges.

F.I-09 Airport car parking

Parking facilities provided at the airport.

For remote parking facilities, only those served by airport buses are considered to be airport car parking.

F.I-10 Connections to other modes of transport

Facilities provided within the airport for connection to the following modes of surface transport:

a) High speed rail.

b) Main line rail.

c) Metro.

d) Inter urban bus services.

e) Local bus services.

f) Taxi and passenger cars.

F.II TRANSPORT EQUIPMENT (AIRCRAFT)

F.II-01 Aircraft

Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of air against the earth's surface.

Dirigibles and surface effect vehicles such as hovercraft are excluded. ICAO provides aircraft type designators in ICAO Document 8643. In addition, ICAO and the Commercial Aviation Safety team (CAST) have jointly developed a new taxonomy to correctly identify aircraft. Also IATA assigns codes for aircraft types.

F.II-02 Aviation fleet

Aircraft registered at a given date in a country.

F.II-03 Operating fleet

Operating Fleet includes all aircraft in service for commercial purposes (including all aircraft that are temporarily unserviceable due to major accidents, conversions, government action such as grounding by government regulatory agencies).

Aircraft used solely for training and communications and private flying are not included in the operating fleet.

F.II-04 Aircraft by configuration

a) Passenger aircraft.

An aircraft configured for the transport of passengers and their baggage. Any freight, including mail, is generally carried in cargo holds in the belly of the aircraft.

b) Cargo aircraft.

An aircraft configured solely for the carriage of freight and/or mail.

Persons accompanying certain kinds of cargo, such as livestock, may also be carried.

A passenger aircraft with enhanced capabilities for the carriage of freight on the passenger deck.

c) Quick change aircraft.

An aircraft designed to allow a quick change of configuration from passenger to cargo and vice versa.

d) Other.

An aircraft not used for commercial air transport.

F.II-05 Aircraft by noise characteristics

a) Non-noise certificated aircraft.

Aircraft not certificated against international noise requirements.

b) Chapter II aircraft.

Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter II specifications.

c) Chapter III aircraft.

Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter III specifications.

d) Chapter IV aircraft.

Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter IV specifications.

F.II-06 Aircraft age

Years since first registration of an aircraft.

F.III ENTERPRISES, INVESTMENT AND MAINTENANCE

F.III-01 Airline (commercial air transport operator)

An aviation enterprise operating aircraft for commercial purposes which (i) performs scheduled or non-scheduled air transport services, or both, which are available to the public for carriage of passengers, mail, and /or cargo and (ii) is certified for such purposes by the civil aviation authority of the state in which it is established.

ICAO provides a 3-letter air transport operator code as listed in ICAO Document 8585 and is required for all airlines operating international routes. A two-character airline designator is assigned by IATA in accordance with the provisions of IATA Resolution 762. The two-three character airline designators are used for reservations, schedules, time tables, telecommunications, ticketing, cargo documentation, legal, tariffs, and/or other commercial/traffic purposes. In terms of activity classifications the following classes are involved:

- ISIC Rev 4: Division 51 - Air transport

- NACE Rev 2: Division 51 - Air transport

F.III-02 Airport operator

An undertaking operating a commercial airport.

In terms of activity classifications the following classes are involved:

- ISIC Rev 4: Class 5223 - Service activities incidental to air transport

- NACE Rev 2: Class 52.23 - Service activities incidental to air transport

F.III-03 Air traffic control provider

An undertaking providing air traffic control services.

In terms of activity classifications the following classes are involved:

- ISIC Rev 4: Class 5223 - Service activities incidental to air transport

- NACE Rev 2: Class 52.23 - Service activities incidental to air transport

F.III-04 Airport services provider

An undertaking providing airport services such as aircraft ground handling, fuelling, maintenance and security, passenger services such as check-in, baggage handling, cargo handling and other services.

In terms of activity classifications the following classes are involved:

- ISIC Rev.4: Class 5223 - Service activities incidental to air transport
Class 5224 - Cargo handling

F.III-05 Types of employment

a) General administration.

Includes central and regional management staff (e.g. finance, legal, personnel etc.) and boards of directors.

The management staff of specialist departments (operations and traffic, aircraft, air traffic control, runway and terminal construction and maintenance, emergency services) are excluded but are taken into account in the statistics specific to each of these services.

b) Operations and traffic.

Cabin and ground crews (excluding flight deck staff) and associated central and regional offices.

Includes tourism, advertising and terminal operations.

c) Aircraft.

Flight deck staff, maintenance and inspection staff and associated central and regional offices.

d) Airports.

Air traffic control staff, terminals, runway and other airport facilities construction, maintenance and supervision staff, ground handling staff, emergency services staff.

e) Other operations.

Passenger and freight services, freight shipment services etc.

F.III-06 Investment expenditure on airports infrastructure

Capital expenditure on new construction (including new airports) or extension of existing airports infrastructure, including reconstruction, renewal (major substitution work on the existing infrastructure which does not change its overall performance) and upgrades (major modification work improving the original performance or capacity of the infrastructure).

Infrastructure includes land, airport facilities and associated equipment, office and storage buildings, air navigation systems as well as immovable fixtures, fittings and installations connected with them (signalisation, telecommunications, etc.).

F.III-07 Investment expenditure on aircrafts

Capital expenditure to purchase aircrafts or to upgrade existing ones.

F.III-08 Maintenance expenditure on airport infrastructure

Non-capital expenditure to maintain the original airport services and the capacity of the existing infrastructure and related equipment.

F.III-09 Maintenance expenditure on aircrafts

Non-capital expenditure to maintain aircrafts in working order without improving either their performance or their capacity.

F.III-10 Airports capital stock

An estimated monetary value reflecting the current stock of physical airport infrastructure assets.

For statistical purposes it is recommended to use the net capital value which takes into account depreciation. There are various methods such as "the replacement cost method" or the "Perpetual Inventory Method (PIM)" that provide the net value of the assets.

F.IV TRAFFIC

F.IV-01 Aircraft movement

An aircraft take-off or landing at an airport.

For airport traffic purposes one arrival and one departure is counted as two movements. Included are all commercial aircraft movements and non-commercial general aviation operations. Excluded are State flights, touch and goes, overshoots and unsuccessful approaches.

- F.IV-02 Commercial aircraft movement**
An aircraft movement performed for remuneration or for hire.
Includes commercial air service movements and commercial general aviation operations.
- F.IV-03 Aircraft departure**
A take-off of an aircraft.
- F.IV-04 Aircraft arrival**
An aircraft landing.
- F.IV-05 Revenue stop**
A traffic stop for purpose of taking on and/or taking off revenue load.
- F.IV-06 Non-revenue stop**
A stop other than a revenue stop.
Such stops include stops of positioning flights, State flights, training flights and technical stops.
- F.IV-07 Diversion**
An aircraft landing at an airport other than the one in the aircraft's flight plan because of operational or technical difficulties either on the aircraft or at the destination airport.
Diversions may be caused by passenger misbehaviour, aircraft technical problems, bad weather conditions, accidents or other emergencies at the planned destination airport.
- F.IV-08 Airport pair**
An airport pair is defined as two airports between which travel is authorised by a passenger ticket or part of a ticket, or between which freight and mail shipments are made in accordance with a shipment document or part of it (air waybill or mail delivery bill).
- F.IV-09 Airport-to-airport distance**
For statistical purposes, airport-to-airport distance means the airport-to-airport great circle distance in kilometres.
The measurement is based on airport co-ordinates and a great circle calculation formula.
- F.IV-10 City pair – on-flight origin/destination (OFOD)**
Two cities between which travel is authorised by a passenger ticket or part of a ticket (a flight coupon) or between which freight and mail shipments are made in accordance with a shipment document or a part of it (air waybill or mail delivery bill).
In common usage, city pair is sometimes used interchangeably with airport pair.
- F.IV-11 Flight stage (FS)**
The operation of an aircraft from take-off to its next landing.
Technical stops are not included.
- F.IV-12 Domestic flight stage**
Any flight stage flown between points within the domestic boundaries of a State.
Flight stages between a State and territories belonging to it, as well as any flight stages between such territories should be classified as domestic.
- F.IV-13 International flight stage**
A flight stage where the take-off is in one country and the next landing is in another country.
- F.IV-14 Direct flight**
The operation of an aircraft on one or more flight stages, using a single flight number, assigned by the airline.

- F.IV-15 Non-stop flight**
A single flight by an aircraft between two airports with no intermediate stops.
- F.IV-16 Domestic flight**
A flight having exclusively domestic flight stages, all using the same flight number.
- F.IV-17 International flight**
A flight having one or more international flight stages, where all flight stages use the same flight number.
- F.IV-18 Commercial air flight**
An air transport flight performed for the public transport of passengers and/or freight and mail, for remuneration and for hire.
- F.IV-19 Commercial air service**
An air transport flight or series of flights for the public transport of passengers and/or freight and mail, for remuneration or for hire.
The air service may be either scheduled or non-scheduled.
- F.IV-20 Scheduled air service**
A commercial air service operated according to a published timetable, or with such a regular frequency that it constitutes an easily recognisable systematic series of flights.
Includes extra section flights occasioned by overflow traffic from scheduled flights.
- F.IV-21 Non-scheduled air service**
A commercial air service other than scheduled air service.
- F.IV-22 Passenger air service**
Scheduled or non-scheduled air service performed by aircraft carrying one or more revenue passengers and any flights listed in published timetables as open to passengers.
Includes flights carrying both revenue passengers and revenue freight and mail.
- F.IV-23 All-freight and mail air service**
Scheduled or non-scheduled air service performed by aircraft carrying revenue loads other than revenue passengers, i.e. freight and mail.
Excludes flights carrying one or more revenue passengers and flights listed in published timetables as open to passengers. Air freight and air mail combined are sometimes referred to as air cargo.
- F.IV-24 General aviation operations – commercial**
All commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of commercial general aviation are as follows:
a) Air taxi.
b) Photographic.
c) Sightseeing trips.
d) Advertising.
e) Agricultural/crop spraying.
f) Medical/air ambulance trips.
g) Other commercial.
- F.IV-25 General aviation operations – non-commercial**
All non-commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of non-commercial general aviation are as follows:
a) State Flight.
Any flight performed by aircraft for military, customs, police or other law enforcement services of a

State. Any flight declared as a 'State flight' by State authorities.

- b) Instructional flying.
- c) Private flying.
- d) Business flying.
- e) Parachute and glider launch flights.
- f) Technical stops.
- g) Test flight.

A non-commercial flight carried out for the purpose of testing the aircraft prior to placing it in operational service.

- h) Positioning flight.

A non-commercial flight carried out to position an aircraft for a scheduled or non-scheduled flight or service.

- i) Other non-commercial.

F.IV-26 Flight number (aircraft)

A flight number is the primary published flight number assigned by the air transport operator to the flight. Passengers using a flight by an aircraft may be travelling under a range of different flight numbers. Only the active flight number for the flight is in question here.

F.IV-27 Code sharing

The use of one operator's flight number for services/flights provided by other operators.

For statistical purposes, the traffic is assigned to the operating carrier, the flight number for which is used by air traffic control.

F.IV-28 Block-to-block time

The total time measured in hours and minutes measured from the aircraft's initial move from its departure point until its final stop at its arrival point.

F.IV-29 Aircraft hours

An aircraft hour corresponds to one hour of aircraft operation. Aircraft hours are measured on the basis of block-to-block time.

F.IV-30 Average daily aircraft utilisation – revenue hours

Total revenue hours (scheduled plus charter) flown by aircraft type (block-to-block) during a period divided by the related number of aircraft days available. 'Aircraft days available' shall be the sum of the number of days each aircraft is available for use during the period in question. The following days should be excluded from the days available:

- a) Days between the date of purchase and the date actually placed in service.
- b) Days after its last revenue flight prior to disposal.
- c) Days out of service due to major accidents or conversion.
- d) Days when an aircraft is in the possession of others or not available due to government action such as grounding by government regulatory agencies.

All other days must be considered as 'days available', including days required for maintenance or overhaul.

F.IV-31 Aircraft-kilometres performed

Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed on each flight stage by the airport-to-airport distance.

F.IV-32 Passenger seat available

Unit of measurement representing the total number of passenger seats available for sale on an aircraft operating a flight stage between a pair of airports.

Includes seats which are already sold on a flight stage i.e. including those occupied by direct transit

passengers.

Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.

F.IV-33 Seat-kilometre available

Unit of measurement representing the movement of seat available in a passenger aircraft when performing the services for which it is primarily intended over one kilometre.

The distance to be considered is that actually travelled airborne.

Movements on the ground are excluded.

F.IV-34 Tonne-kilometre available

Unit of measurement representing the movement of one tonne of payload available in an aircraft when performing services for which it is primarily intended over one kilometre.

The distance to be considered is that actually travelled.

F.V TRANSPORT MEASUREMENT

F.V-01 Air transport

Any movement of goods and/or passengers on an aircraft movement.

F.V-02 Commercial air transport

Any movement of goods and/or passengers on a commercial aircraft movement.

F.V-03 National air transport

Air transport on a domestic flight.

F.V-04 International air transport

Air transport on an international flight.

F.V-05 On flight origin and destination (OFOD)

Traffic on a commercial air service identified by a unique flight number subdivided by airport pairs in accordance with point of embarkation and point of disembarkation on that flight.

For passengers, freight or mail, where the airport of embarkation is not known, the aircraft origin should be deemed to be the point of embarkation; similarly if the airport of disembarkation is not known, the aircraft destination should be deemed to be the point of disembarkation.

F.V-06 Air passenger

Any person, excluding on-duty members of the flight and cabin crews, who makes a journey by air.

Infants in arms are included.

F.V-07 Revenue air passenger

A commercial passenger for whose transportation an air carrier receives commercial remuneration.

This definition includes, for example, (i) passengers travelling under publicly available promotional offers (for example 'two-for-one') or loyalty programmes (for redemption of frequent flier points); (ii) passengers travelling as compensation for denied boarding; (iii) passengers travelling under corporate discounts; (iv) passengers travelling under preferential fares (government, seamen, military, youth student etc.).

This definition excludes, for example, (i) persons travelling free; (ii) persons travelling at a fare or discount available only to employees of air carriers or their agents or only for the business of the carriers; (iii) infants who do not occupy a seat.

F.V-08 Non-revenue air passenger

Passengers other than revenue passengers.

F.V-09 Air passengers carried

All passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight.

All revenue and non-revenue passengers whose journey begins or terminates at the reporting airport and transfer passengers joining or leaving the flight at the reporting airport. Excludes direct transit passengers.

F.V-10 Passengers on board

All passengers whose journey begins or terminates at the reporting airport, including transfer passengers and direct transit passengers.

F.V-11 Passengers carried

Includes all passengers whose journey begins or terminates at the reporting airport.

Excludes direct transit passengers.

F.V-12 Terminating passengers

Passengers starting or ending their trip at the designated airport.

F.V-13 Direct transit passengers

Passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive. Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are also counted as direct transit passengers.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft in such circumstances, they should be counted as direct transit passengers.

F.V-14 Transfer or indirect transit passengers

Passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft, they should not be counted as transfer or indirect transit passengers at the airport where the flight number is changed.

F.V-15 Terminal passengers

Total of terminating and transfer passengers.

F.V-16 Air passengers on board

All passengers on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

All revenue and non-revenue passengers on board an aircraft during a flight stage. Includes direct transit passengers.

F.V-17 Passenger-kilometre by air

A passenger-kilometre is performed when a passenger is carried for one kilometre.

F.V-18 Passenger load factor

Passenger-kilometres expressed as a percentage of available seat-kilometres.

F.V-19 Passenger-kilometres flown by flight stage

The sum of the products obtained by multiplying the number of passengers carried on each flight stage by the airport-to-airport distance.

F.V-20 Passenger-kilometres flown by on-flight origin / destination airports

The product of multiplying the number of passengers flown between two airports as initial origin and final destination by the airport-to-airport distance.

- F.V-21 Baggage**
Personal property of passengers and crew loaded or carried on board an aircraft by agreement with the operator.
- F.V-22 Freight**
Any property carried on an aircraft other than mail, stores and baggage.
For statistical purposes, freight includes express freight and parcels and diplomatic bags but not passenger baggage. All trucking operations using an air waybill should be excluded.
- F.V-23 Gross-grossweight of goods**
The total weight of the goods carried, all packaging, and the tare weight of the transport unit (e.g. air container).
- F.V-24 Gross weight of goods**
The total weight of the goods carried, including packaging but excluding the tare weight of transport units (e.g. air container).
- F.V-25 Tare weight**
The weight of a transport unit (e.g. air container) before any cargo is loaded.
- F.V-26 Freight loaded or unloaded**
Any freight loaded onto or unloaded from an aircraft.
Direct transit freight is excluded.
- F.V-27 Freight on board**
All freight on board an aircraft upon landing at an airport and at take-off from an airport.
Direct transit freight is included and it is counted at both landing and take-off.
- F.V-28 Freight tonne-kilometres performed by flight stage**
A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of freight revenue load carried on the flight stage by the airport-to-airport distance.
- F.V-29 Freight tonne-kilometres performed by on-flight origin / destination airports**
A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of freight revenue load carried between two airports as initial origin and final destination by airport-to-airport distance.
- F.V-30 Mail**
Dispatches of correspondence and other objects carried on an aircraft, which have been dispatched by and intended for delivery to postal administrations.
Express freight and express parcel shipments are excluded.
- F.V-31 Mail loaded and unloaded**
Any mail loaded onto or unloaded from an aircraft.
Direct transit mail is excluded.
- F.V-32 Mail on board**
All mail on board during each flight stage, including mail loaded and direct transit mail.
- F.V-33 Diplomatic bag**
A mail pouch used by governments to send official letters and dispatches.
- F.V-34 Mail tonne-kilometres performed by flight stage**
A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-

kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried by the airport-to-airport distance.

F.V-35 Mail tonne-kilometres performed by on-flight origin / destination airports

A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried between two airports as initial origin and final destination by airport-to-airport distance.

F.V-36 Total freight /mail

The sum of the total freight and mail, both loaded and unloaded, at the reporting airport. All trucking operations using an air waybill should be excluded.

Freight and mail together are sometimes referred to as cargo.

F.V-37 Categories of goods carried by air

Goods in transport may be classified according to type.

Examples of classification schemes are NST 2007 (Standard Goods Nomenclature for Transport Statistics) that replaces the CSTE nomenclature (Commodity Classification for Transport Statistics in Europe – UNECE) and the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised – Eurostat).

F.V-38 Dangerous goods

The classes of dangerous goods carried by Air are those defined by the UN Recommendations on the Transport of Dangerous Goods.

- Class 1: Explosives.
- Class 2: Gases.
- Class 3: Flammable liquids.
- Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases.
- Class 5: Oxidising substances and organic peroxides.
- Class 6: Toxic and infectious substances.
- Class 7: Radioactive material.
- Class 8: Corrosive substances.
- Class 9: Miscellaneous dangerous substances and articles, including environmentally hazardous substances.

F.V-39 Payload carried

The revenue load of passengers, baggage, freight and mail carried in the aircraft as measured in metric tonnes.

F.V-40 Revenue tonne-kilometres performed

A tonne-kilometre is a metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equal the sum of the products obtained by multiplying the total number of tonnes of each category of revenue load carried by the airport-to-airport distance.

F.V-41 Weight load factor

Total revenue tonne-kilometres performed expressed as a percentage of available tonne-kilometres.

F.VI ACCIDENTS

F.VI-01 Accident

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which one of the following applies:

a) A person is fatally or seriously injured.
Where this is 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.

b) The aircraft sustains damage or structural failure.
Where this 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 the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents or puncture holes in the aircraft skin).

c) The aircraft is missing or is completely inaccessible.

An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

F.VI-02 Incident

An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

F.VI-03 Serious incident

An incident involving circumstances indicating that an accident nearly occurred.

The difference between an accident and a serious incident lies only in the result. Examples of serious incidents can be found in the ICAO Accident/Incident Reporting Manual.

F.VI-04 Fatal injury

An injury resulting in death within 30 days of the date of the accident is classified as a fatal injury.

F.VI-05 Non-fatal injury

An injury, other than a fatal injury, which is sustained by a person in an accident.

F.VI-06 Serious injury

A non-fatal injury which is sustained by a person in an accident and which:

- a) Requires hospitalisation for more than 48 hours, commencing within seven days from the date 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 per cent of the body surface: or
- f) Involves verified exposure to infectious substances or injurious radiation.

F.VI-07 Slight injury

A non-fatal injury, other than a serious injury, which is sustained by a person in an accident.

F.VI-08 State of occurrence

The country in the national territory of which an accident or incident occurs.

F.VI-09 State of the operator

The country in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

F.VI-10 State of registry

The country on whose register the aircraft is entered.

F.VI-11 Accident on national territory
An accident on the national territory of a country.

F.VI-12 An accident on a nationally registered aircraft
An accident involving an aircraft on the national aircraft register of a country.