**INITIAL REPORT SECTION**

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|  | | | | | | | | | | | *Type* | | | | | | | | | |  | | *Name* | | | | | | | | |  | *Approval number* | | | | | | |
| Organisme notifiant | | | | | | | | | | |  | | | | | | | | | |  | |  | | | | | | | | |  |  | | | | | |  |
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|  | | | | *Accountable manager name* | | | | | | | | | | | | | | | | |  | | *Phone number* | | | | | | | | |  | *E-mail* | | | | | | |
| Contact | | | |  | | | | | | | | | | | | | | | | |  | |  | | | | | | | | |  |  | | | | | |  |
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|  | | | | | | | |  | | ANACIM[1] | | | | | |  | | Operator | | | | | | | |  | State of the operator | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Compte-rendu envoyé à | | | | | | | |  | | BEA[2] | | | | | |  | | Aircraft owner | | | | | | | |  | Continuing airworthiness organisation | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | |  | | Manufacturer | | | | | |  | | State of registry | | | | | | | |  | Maintenance organisation | | | | | | | | | | | | |
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| Titre de l’évènement | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | |
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|  | Date (jj/mm/aaaa) | | | | | | | | | | |  | | / |  | | / | | |  | | | |  | UTC hour (hh : mm) | | | | | | | | |  | | : |  | |  |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aircraft |  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
|  | | Aircraft type | | | | | |  | | | | | | | | | | | | | | |  | Registration | | |  | | | | | | | | | | |  |
|  | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  |
|  | | Operator | | | | | |  | | | | | | | | | | | | | | |  | S/N | | |  | | | | | | | | | | |  |
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|  | | TSN | | | | | |  | | | | | | | | | | | | | | |  | CSN | | |  | | | | | | | | | | |  |
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| Equipment  Part |  | | Manufacturer | | | | | |  | | | | | | | | | | | | | | |  | Type | | | |  | | | | | | | | | |  |
|  | | | | | |  | | | | | | | | | | | | | | |  |  | | | |  | |  | | | | | | | |  |
| P/N | | | | | |  | | | | | | | | | | | | | | |  | S/N | | | |  | | | | | | | | | |  |
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| TSN | | | | | |  | | | | | | | | | | | | | | |  | CSN | | | |  | | | | | | | | | |  |
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| TSO | | | | | |  | | | | | | | | | | | | | | |  | CSO | | | |  | | | | | | | | | |  |
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| **Instructions :** | | | | | |  | | | | | |  |  | | | | | |  | | |  | | | | | | | |  |  | | | |  | | | | |
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|  | | 1. | | | The section «Initial report » must be filled in the most precise manner by the reporting agent based on available information. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | |  | | | | | | | |  | | | | | |  | | |  | | | | | | | |  |  | | | |  | | | | |
|  | | 2. | | | In case of accident or serious incident, a copy of this report must be sent to BEA without delay [ 2]. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | |  | | | | | | | |  | | | | | |  | | |  | | | | | | | |  |  | | | |  | | | | |
|  | | 3. | | | The three pages of this form are inseparable and they must be sent at the initial report at the analysis report. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | |  | | | | | | | |  | | | | | |  | | |  | | | | | | | |  |  | | | |  | | | | |
|  | | 4. | | | At the analysis report, the missing information of the section « Initial report » may be added, if necessary. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | |  | | | | | | | |  | | | | | |  | | |  | | | | | | | |  |  | | | |  | | | | |
|  | | 5. | | | In any case, once the analysis completed, the operator must send back this updated form. The field « Occurrence status » must then be closed (Brief or detailed analysis, as appropriate). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | |  | | |  | | | | | | | |  | | | | | |  | | |  | | | | | | | |  |  | | | |  | | | | |
|  | | [1] | | | [notifications@anacim.sn](mailto:notifications@anacim.sn) ou [securitedesvols@anacim.sn](mailto:securitedesvols@anacim.sn) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | [2] | | | [notifications@bea.sn](mailto:notifications@bea.sn) ou [bea@bea.sn](mailto:bea@bea.sn) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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**INITIAL REPORT SECTION**

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| **Description of the occurrence and its context** | | | | |
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**ANALYSIS SECTION**

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| --- | --- | --- | --- | --- | --- | --- |
| **Occurrence class :** |  | Incident |  | Serious incident |  | Accident |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Occurrence status :** |  | Open, analysis in progress |  | Closed with detailed analysis\* |  | Closed with brief analysis |
| *\*If the analysis contains non textual information (ex : photos), join the documents to this form during the report of the analysis* | | | | | | |

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| --- |
| **Results of the analysis and taken actions** |
| *Following the analysis of the occurrence, describe the causes of the occurrence and the taken actions, if applicable, to reduce or suppress the risk.* |
|  |