1. REFERENCE INFORMATION

<table>
<thead>
<tr>
<th>1.1 Operator</th>
<th>1.2 Aircraft Manufacturer and Type/Model</th>
<th>1.3 Aircraft Registration</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1.4 Flight number</th>
<th>1.5 Date (dd/mm/yyyy) and Time (UTC)</th>
<th>1.6 Departure Airport</th>
<th>1.7 Arrival Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. CONDITIONS OF ENCOUNTER

2.1 Flight level or altitude

2.2 Geographic Position

2.3 Meteorological Conditions:

- VMC
- IMC

2.4 Light Conditions:

- Daylight
- Dusk/dawn
- Night

3. ASH DESCRIPTION AND ENCOUNTER PHASE

3.1 Ash cloud visible?

- No
- Yes

3.2 Colour of ash cloud

- White
- Light grey
- Dark grey
- Black
- Other

3.3 Density of ash cloud

- Wispy (thin)
- Moderately dense
- Very dense

3.4 Encounter Phase

- Taxi
- Take-off
- En-Route (flight level change)
- Descent
- Ground Handling
- Climb
- Approach
- Unknown
- En-Route
- Landing
- Other, specify:

3.5 Estimated duration of encounter (hh:mm)

4. SEVERITY OF ENCOUNTER (multiple boxes may be marked as appropriate)

- 0 Sulphurous odour noted in the cabin.
- Anomalous atmospheric haze observed.
- Electrostatic discharge (St. Elmo's fire) on windshield, nose, or engine cowls.
- Ash reported or suspected but no other effects or damage noted.
- Light dust observed in cabin.
- Ash deposits on exterior of aircraft.
- Fluctuations in exhaust gas temperature (EGT) with return to normal values.
- Heavy cabin dust ("dark as night" in cabin).
- Contamination of air handling and air conditioning systems requiring use of oxygen.
- Abrasion damage to exterior surfaces, engine inlet, and compressor fan blades.
- Pitting, frosting, or breaking of windscreen or windows.
- Minor plugging of pitot-static system insufficient to affect instrument readings.
- Deposition of ash in engine.
- Vibration or surging of engine(s).
- Plugging of pitot-static system to give erroneous instrument readings.
- Contamination of engine oil or hydraulic-system fluids.
- Damage to electrical or computer systems.
- Engine damage.
- Temporary engine failure requiring in-flight restart of engine.

5. FURTHER INFORMATION AND ATTACHMENTS

- Description of Occurrence (continue in separate sheet if necessary):
- 5.2 Attachments
  - Photos
  - Sketch(es)
  - Other, specify

6. CONTACT INFORMATION

<table>
<thead>
<tr>
<th>6.1 Contact Name</th>
<th>6.2 E-mail address</th>
<th>6.3 Telephone / Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Send form by e-mail to report@easa.europa.eu or by fax to +49 221 89990 2584.
These completion instructions relate to the use of EASA Volcanic Ash Report for the reporting of technical occurrences.

1 REFERENCE INFORMATION
This block contains reference information on the reporting organisation or person to facilitate the general conditions and aircraft involved.

1.1 Operator – Name of aircraft operator.
1.2 Aircraft Manufacturer and Type/Model – The name of the aircraft manufacturer and type designation in full as defined in the type-certificate.
1.3 Aircraft Registration – Nationality and registration marks assigned to the aircraft.
1.4 Flight number – The alphanumeric number of the undertaken flight as stated in the flight plan.
1.5 Date of occurrence – day, month and year when the encounter occurred, e.g. 09.11.2006.
1.6 Departure Airport – ICAO code of airport from which the flight departed.
1.7 Arrival Airport – ICAO code of airport to which the flight intended to arrive.

2 CONDITIONS OF ENCOUNTER
This block contains information on the general conditions during which the encounter with volcanic ash occurred.

2.1 Flight level or altitude – The flight level or altitude at which the first encounter occurred.
2.2 Geographic Position – The geographic coordinates where the first encounter occurred.
2.3 Meteorological Conditions – Mark the box corresponding to the predominant meteorological conditions when the encounter occurred.
2.4 Light Conditions – Mark the box best corresponding to the light conditions when the encounter occurred.

3 ASH DESCRIPTION AND ENCOUNTER PHASE
This block contains information on the potentially visible ash cloud and the phase of flight at which the encounter first occurred.

3.1 Ash cloud visible – Mark the box as appropriate.
3.2 Colour of ash cloud – If the ash cloud was visible, mark the box corresponding best to the colour of the cloud.
3.3 Density of ash cloud – Mark the box corresponding best to the perceived density of the cloud.
3.4 Encounter phase – Mark the appropriate box indicating during which phase the encounter with volcanic ash occurred.
3.5 Estimated duration of encounter – Estimated duration of volcanic ash encounter in hours and minutes e.g. 01:35

4 SEVERITY OF ENCOUNTER
Mark the boxes describing best the events prior, during or following the encounter with volcanic ash. Multiple boxes may be marked, as appropriate.

5 FURTHER INFORMATION AND ATTACHMENTS – Additional information and items suggested to be attached to the occurrence report. This is a free text field to include the details of the occurrence. Mark the relevant box (Sketches or
6 CONTACT INFORMATION AND ATTACHMENTS

Contact information of person reporting.