

ENR 1.14 AIR TRAFFIC INCIDENTS

1 DEFINITION OF AIR TRAFFIC INCIDENTS

1.1 Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

- a) aircraft proximity (AIRPROX);
- b) serious difficulty resulting in a hazard to aircraft caused, for example, by:
 - faulty procedures
 - non-compliance with facilities;
 - failure of ground facilities.

1.1.1 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speeds, has been such that the safety of the aircraft involved may have been compromised.

1.1.2 Aircraft proximity is classified as follows:

- a) Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed.
- b) Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
As a) above	Airprox (aircraft proximity)
As b) 1) and 2) above	Procedure
As b) 3) above	Facility

2 USE OF THE AIR TRAFFIC INCIDENT REPORT FORM (SEE FIGURES ENR 1.14 FIGURE 1 TO ENR 1.14 FIGURE 5)

The Air Traffic Incident Report Form is intended for use:

- a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

REMARK:

The form, if available on board, may also be of use in providing a pattern for making the initial report in flight;

- b) by an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.

REMARK: The form may be used as the format for the text of a message to be transmitted over the AFS network.

3 Reporting Procedures (including in flight procedures)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

3.1.1 during flight, use the appropriate air/ground frequency for reporting an incident of major significance particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;

3.1.2 as promptly as possible after landing, submit a completed Air traffic incident report form.

- a) for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;
- b) for reporting an incident which did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information:

- a) aircraft identification;
- b) type of incident, e.g. aircraft
- c) proximity;
- d) the incident; 1.a) and b); 2.a), b), c); d), n); 3.a), b), c), i); 4.a), b);
- e) miscellaneous: 1.e).

3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the Civil Aviation Authority or to the ATS Reporting Office of the aerodrome of first landing for submission to the Civil Aviation Authority. The pilot should complete the Air Traffic incident Report Form, supplementing the details of the initial reports as necessary.

4 Purpose of Reporting and handling of the form

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured", "no risk of collision" or "risk not determined".

4.2 The purpose of the form is to provide investigator authorities with as complete information on air traffic incident as possible and to enable them to report back, which the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

AIR TRAFFIC INCIDENT/SERIOUS INCIDENT REPORT FORM

For use when submitting and receiving a report on air traffic incident/serious incident. In an initial report by radio, shaded items should be included.

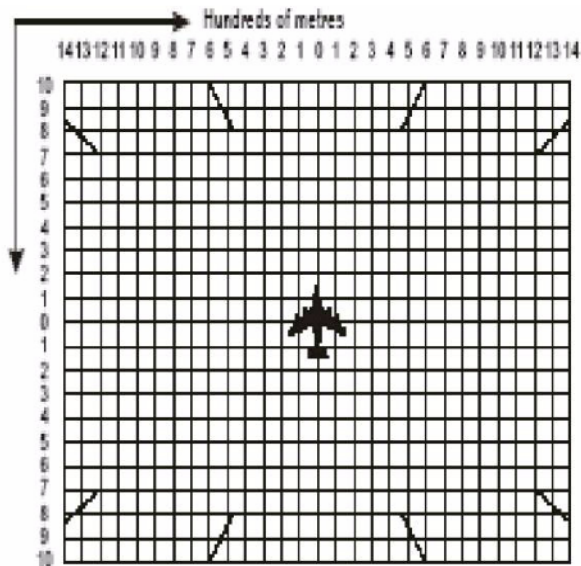
A - AIRCRAFT IDENTIFICATION	B - TYPE OF INCIDENT
-	AIRPROX / PROCEDURE / FACILITY*
C - THE INCIDENT	
1. General	
a)	Date/time of incident _____ UTC
b)	Position _____
2. Own aircraft	
4	
a)	Heading and route _____
b)	True airspeed _____ measured/misurata in () KT () km/h
c)	Level and altimeter setting _____
d)	Aircraft climbing or descending <input type="checkbox"/> level flight <input type="checkbox"/> climbing <input type="checkbox"/> descending
e)	Aircraft bank angle <input type="checkbox"/> wing levels <input type="checkbox"/> slight bank <input type="checkbox"/> moderate bank <input type="checkbox"/> steep bank <input type="checkbox"/> inverted <input type="checkbox"/> unknow
f)	Aircraft direction of bank <input type="checkbox"/> left <input type="checkbox"/> right <input type="checkbox"/> unknow
g)	Restrictions to visibility <input type="checkbox"/> sunglare <input type="checkbox"/> windscreen spillar <input type="checkbox"/> dirty windscreen <input type="checkbox"/> other cockpit structure <input type="checkbox"/> none
h)	Use of aircraft lighting (select as many as required) <input type="checkbox"/> navigation lights <input type="checkbox"/> strobe lights <input type="checkbox"/> cabin lights <input type="checkbox"/> no
i)	Traffic information issued <input type="checkbox"/> yes, based on radar <input type="checkbox"/> yes, based on visual sighting <input type="checkbox"/> no <input type="checkbox"/> no
j)	Airborne collision avoiding system - ACAS <input type="checkbox"/> not carried <input type="checkbox"/> Type <input type="checkbox"/> traffic advisory issued <input type="checkbox"/> resolution advisory issued <input type="checkbox"/> traffic advisory or resolution advisory not issued
k)	Radar identification <input type="checkbox"/> no radar available <input type="checkbox"/> radar identification <input type="checkbox"/> no radar identification
l)	Other aircraft sighted <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> wrong aircraft sighted
m)	Avoiding action taken <input type="checkbox"/> yes <input type="checkbox"/> no
n)	Type of flight plan IFR/VFR/none*
3. Other aircraft	
a)	Type and call sign/registration (if known) _____
b)	If a) above not known, describe below/ <input type="checkbox"/> high wing <input type="checkbox"/> mid wing <input type="checkbox"/> low wing <input type="checkbox"/> rotorcraft <input type="checkbox"/> 1 engine <input type="checkbox"/> 2 enginesi <input type="checkbox"/> 3 engines <input type="checkbox"/> 4 engines <input type="checkbox"/> More than 4 engines

2. Details of ATS action

Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

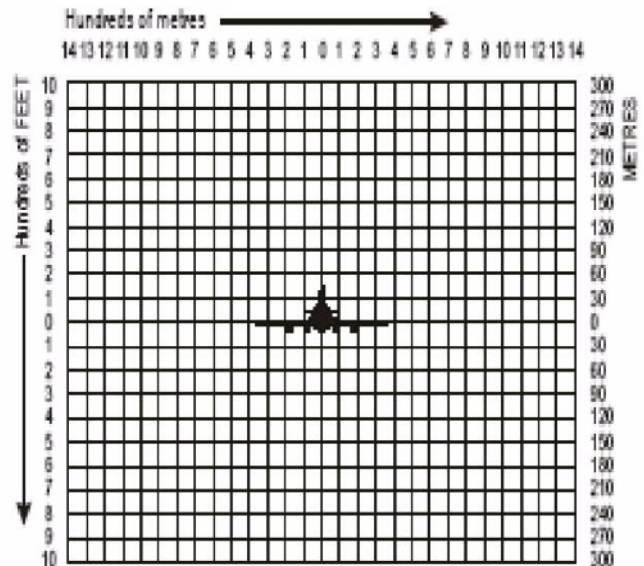
DIAGRAM OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.



VIEW FROM ABOVE

VISTA DALL'ALTO



VIEW FROM ASTERN

VISTA POSTERIORE