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:

Туре	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; 1a) 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

be	included.									
Α		-	AIRCRAFT			B - TYPE OF INCIDENT				
ID	ENTIFIC	CATION								
						AIRPROX / PROCEDURE / FACIL	ΙΤΥ	*		
С	- THE I	NCIDENT								
1.	General									
	a)	Date/time of incident								UTC
	b)	Position								
2.	Own air									
4										
	a)	Heading and route								
	b)					measured/misurata in () KT ()	cm/h		
	5,	nac anspeca			'	measured/inisurated in () it i	,	XIII, II		
	c)	Level and altimeter setting								
	d)	Aircraft climbing or descending	g							
		() level flight	()	climbing	()	descending	
	e)	Aircraft bank angle								
		() wing levels	()	slight bank	()	moderate bank	
		() steep bank	()	inverted	()	unknow	
	f)	Aicraft direction of bank								
		() left	()	right	()	unknow	
	g)	Restrictions to visibility								
		() sunglare	()	windscreen spillar	()	dirty windscreen	
		() other cockpit structur	e ()	none				
	h)	Use of aircraft lighting (select	as many as red	quir	ed)					
		() navigation lights	()	strobe lights	()	cabin lights	
		() no				-	-		_	
	i)	Traffic information issued								
	,	() yes, based on radar	(,)	yes, based on visual sighting	()	no	
		() no	`		,	, es, massa en visaan eigitanig	`	,		
	j)	Airborne collision avoiding sys	tem - ACAS							
	37	() not carried	(. ,)	Туре	()	traffic advisory issued	
		() resolution advisory is:	ued () 1	traffic advisory or resolution	(,	crame davisory issued	
		() resolution duvisory is:	sueu (,	advisory not issued				
	k)	Radar identification								
		() no radar available	()	radar identification	()	no radar identification	
	l)	Other aircraft sighted								
		() yes	()	no	()	wrong aircraft sighted	
	m)	Avoiding action taken								
		() yes	()	no				
	n)	Type of flight plan				IFR/VFR/none*				
3.	Other ai	ircraft								
	a)	Type and call sign/registration	(if known)							
	b)	If a) above not known, describ								
		() high wing)	mid wing	()	low wing	
		() rotorcraft	`			,	`	,		
		() 1 engine	(,)	2 enginesi	()	3 engines	
		() 4 engines		. ,)	More than 4 engines	,	,		

	Marking colour or other available details							
	c)	Aircraft climbing or descending () level flight	()	climbing/	()	descending
		() unknow						
	d)	Aircraft bank angle						
		() wing levels	()	slight bank	()	moderate bank
		() steep bank	()	inverted	()	unknow
	e)	Aicraft direction of bank						
		() left	()	right	()	unknow
	f)	Lights displayed						
		() navigation lights	()	strobe lights	()	cabin lights
		() red anti-collision lights)	landing/taxi lights	()	logo lights (tail fin)
		() other	()	none	()	unknown
	g)	Traffic avoidance advice issued by ATS						
	h)	() yes, based on radar Traffic information issued	()	yes, based on visual sighting	()	Yes, based on other information
	,	() yes, based on radar	()	yes, based on visual sighting	()	yes, based on other information
		() no	()	unknown			
	i)	Avoiding action						
		() yes	()	no	()	unknown
4.	Distanc	e/distanza						
	a)	Closest horizontal distance						
	b)	Closest vertical distance						
5.	Flight w	reather conditions						
	a)	IMC/VMC*						
		Above/below* clouds/fog/haze or between						
	c)	Vertical distance from cloud/			mt/ft* below			mt/ft above*
	d)	In cloud/rain/snow/sleet/fog/haze *						
	e)	Flying into/out of sun *						
	f)	Flight visibility/	_m/kn	n*				
6.	Any oth	er information considered important by th	e pilo	t in (command/Ogni altra informazion	e rit	enut	a importante dal comandante
-								
-								

D	MISCELLANEOUS
1.	Information regarding reporting aircraft
a)	Aircraft registration
b)	Aircraft type
c)	type
d)	Aerodrome of departure
e)	Aerodrome of first landing destination
f)	Reported by radio or other means to(name of ATS unit)at timeUTC
g)	Date/time/place of completion of
	form
2.	Function, address and signature of person submitting report / Incarico, indirizzo e firma della persona che presenta il rapporto
a)	Function
b)	Address
c)	Signature
d)	Telephone number
Ε.	SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED / INFORMAZIONI SUPPLEMENTARI DELL'ENTE ATS
1.	Receipt of report/Ricezione del rapporto a) Report received via AFTN / radio / telephone / other (specify)*
	b) Report received by (name of ATS unit)
1	

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 plant the centre of each diagram. Include first sighting and p	on the left and in elevation on the right, assuming YOU are at bassing distance.								
	Hundreds of metres 14131211 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14	Hundreds of metres 1413121110 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 1011121314								
	9 8 7 6 5 4 3 2 1 0 1 2 3	10 20 20 20 20 20 20 20 20 20 20 20 20 20								
	VIEW FROM ABOVE	120 150 150 180 210 240 270 300 VIEW FROM ASTERN								

VISTA POSTERIORE

VISTA DALL'ALTO