ENR 1.14 AIR TRAFFIC INCIDENTS

1. DEFINITION OF AIR TRAFFIC INCIDENT

1.1 "Air traffic incident" is used to mean a serious occurrence involving air traffic, such as:-

a) aircraft proximity (AIRPROX),

b) serious difficulty resulting in a hazard to aircraft caused, for example by: -

i) faulty procedures
ii) non-compliance with procedures, or
iii) failure of ground facilities.

2. DEFINITIONS FOR AIRCRAFT PROXIMITY AND AIRPROX

2.1 ***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 speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

2.2 ***Risk of collision: -***

The risk classification of aircraft proximity in which serious risk of collision has existed.

2.3 ***Safety not assured: -***

The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

2.4 ***No risk of collision: -***

The risk classification of aircraft proximity in which no risk of collision has existed.

2.5 ***Risk not determined: -***

The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

3. AIRPROX

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

3.1 Air traffic are designated and identified in reports as follows:-

Type	Designation
Air traffic incident	Incident
as a) above	AIRPROX (Aircraft proximity)
as b) i) and ii) above	Procedural
as b) iii) above	Facility

4. USE OF THE AIR TRAFFIC INCIDENT REPORT FORM *(see model on pages* ENR 1.14-3)

4.1 The Air Traffic Incident Report Form is intended for use: -

a) by a pilot for filling a report on an air traffic incident after arrival or to confirm a report made initially by radio during flight.

Note : -

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 of Teleprinter.

Note : -

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

5. REPORTING PROCEDURES (INCLUDING IN-FLIGHT PROCEDURE)

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

a) 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;

b) as promptly as possible after landing submit a completed 'Air Traffic Incident Report Form;

i) 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,

ii) for reporting an incident which did not require immediate notification at the time of occurrence.

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

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

5.3 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: -

Director of Civil Aviation,
Ministry of Communications,
Brunei International Airport BB2513,
Negara Brunei Darussalam.

5.4 Or to the ATS Reporting Office of the aerodrome of first landing for submission to The Director of Civil Aviation. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

Note: -
Where there is no ATS Flight Information service, the report may be submitted to another A TS unit.

6. PURPOSE OF REPORTING AND HANDLING OF THE FORM

6.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. Thedegree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured" or "risk not determined".

6.2 The purpose of the form is to provide investigator authorities with as complete information on an air traffic incident as possible and to enable them to report back, with 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 REPORT

For use when submitting and receiving a report on an air traffic incident and when preparing for transmission a message on such incident.

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

a) Heading and route .....

b) True airspeed ....measured in ( )kt - ( )km/h

c) Level and altimeter setting ....

d) Aircraft climbing or descending
( ) Level flight ( ) Climbing ( ) Descending

e) Aircraft bank angle
( ) Wing level ( ) Slight bank ( ) Moderate bank
( ) Steep bank ( ) Inverted ( ) Unknown

f) Aircraft direction of bank
( ) Left ( ) Right ( ) Unknown

g) Registrations to visibility (selected as many as required)
( ) Sun glare ( ) Windscreen pillar ( ) Dirty windscreen
( ) Other cockpit structure ( ) None

h) Use of aircraft lighting (selected as many required)
( ) Navigation lights ( ) Strobe lights ( ) Cabin lights
( ) Red anti-collision lights ( ) Landing / taxi lights ( ) Logo (tail fin) lights
( ) Other ( ) None

i) Traffic avoidance advice issued by ATS
( ) Yes, based on radar ( ) Yes, based on visual sighting
( ) Yes, based on other information ( ) No

j) Traffic information issued
( ) Yes, based on radar ( ) Yes, based on visual sighting
( ) Yes, based on other information ( ) No

k) Airborne collision avoidance system - ACAS
( ) Not carried ( ) Type ( ) Traffic advisory issued
( ) Resolution advisory issued ( ) Traffic advisory or resolution advisory not issued

l) Radar identification
( ) No radar available ( ) Radar identification ( ) No radar identification

m) Other aircraft sighted
( ) Yes ( ) No ( ) Wrong aircraft sighted

n) Avoiding action taken
( ) Yes ( ) No

o) 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
( ) High wing ( ) Mid wing ( ) Low wing
( ) Rotor craft ( ) 2 engines ( ) 3 engines
( ) 1 engine ( ) more than 4 engines

Marking colour or other available details
_____
_____
_____

c) Aircraft climbing or descending
( ) Level flight ( ) Climbing ( ) Descending
( ) Unknown

d) Aircraft bank angle
( ) Wing level ( ) Slight bank ( ) Moderate bank
( ) Steep bank ( ) Inverted ( ) Unknown

e) Aircraft direction of bank
( ) Left ( ) Right ( ) Unknown

f) Lights displayed
( ) Navigation light ( ) Strobe lights ( ) Cabin lights
( ) Red anti-collision lights ( ) Landing / taxi lights ( ) Logo (tail fin lights)
( ) Other ( ) None ( ) Unknown

g) Traffic avoidance advice issued by ATS
( ) Yes, based on radar ( ) Yes, based on visual sighting
( ) Yes, based on other information ( ) No

h) Traffic information issued
( ) Yes, base on radar ( ) Yes, based on visual sighting ( ) Unknown
( ) Yes, based on other information ( ) No

i) Avoiding action taken
( ) Yes ( ) No ( ) Unknown

4. Distance

a) Closest horizontal distance _____
b) Closest vertical distance _____

5. Flight weather conditions

a) IMC / VMC *
b) Above / below * cloud / fog / haze or between layers*
c) Distance vertically from cloud _____m / ft. * below _____m / ft. * above
d) In Cloud / rain / snow / sleet / fog / haze *
e) Flying into / out of * sun
f) Flight visibility _____ m / km *

6. Any other information considered important by the pilot-in-command

_____

_____

_____

_____

_____

_____

D - MISCELLANEOUS

1. Information regarding reporting aircraft

a) Aircraft registration _____
b) Aircraft type _____
c) Operator _____
d) Aerodrome of departure _____
e) Aerodrome of first landing _____ destination _____
f) Reported by radio or other means to _____ (name of ATS unit) at time _____UTC
g) Date / time / place of completion of form _____

2. Function and signature of person submitting report

a) Function _____
b) Address _____

c) Signature _____
d) Telephone number _____

3 Function and signature of person receiving report

a) Function_____
b) Signature_____

E. SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

a) Report received via AFTN / radio / telephone / other (specify)* _____

b) Report received by _____(name of ATS unit)

2. Details of ATS action

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

_____

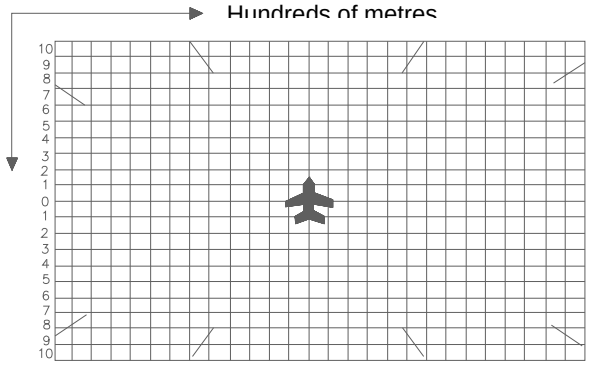
_____

_____

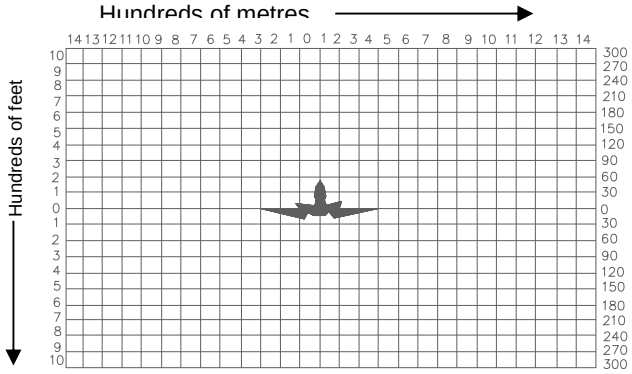
DIAGRAMS OF AIRPROX

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

VIEW FROM ABOVE



VIW FROM ASTERN



* Delete as appropriate

INSTRUCTION FOR THE COMPLETION OF THE AIR TRAFFIC INCIDENT REPORT FORM

ITEM	DETAILS
A	Aircraft identification of the aircraft filing the report.
B	An AIRPROX report should be filled immediately by radio.
C1	Date / time UTC and position in bearing and distance from a navigation aid or in Lat. / Long.
C2	Information regarding aircraft filing the report, tick as necessary.
C2 c)	E.g FL350/1013hPa or 2 500 FT/QNH 1007hPa or 1200 FT/QFE 998hPa.
C3	Information regarding the other aircraft involved.
C4	Passing distance state units used.
C6	Attach additional papers as required. The diagrams may be used to show aircraft positions
D1 f)	State name of ATS unit and date time / time in UTC
D1 g)	Date and time in UTC.
E2	Include details of ATS unit such as service provided, radiotelephony frequency, SSR Codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.