

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 1.14-4)

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 or 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 5.1 (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,
Department of Civil Aviation,
Ministry of Transport and Infocommunications
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.