## 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. 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" 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.

## 7. INDEX OF REPORTING FORMS APPENDED TO THIS SECTION

S/N	Form	Page
1	Air Traffic Incident Report Form	ENR 1.14-4 to ENR 1.14-7

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	AIR TRAFFIC INCIDENT REPORT										
AIRPROX/PROCEDURE/FACILITY*  C - THE INCIDENT  1  General  a)  Date / Time of incident											
C - THE INCIDENT  1 General  a) Date / Time of incident				B-TYPE OF INCIDENT							
C - THE INCIDENT  1 General  a) Date / Time of incident				AIRPROX/PROCEDI IRE/EACII ITV*							
a) Date / Time of incident	C - THE II	NCIDENT	7 (1	THE TROUBLE OF THE PROPERTY OF	,	712111					
b) Position	1 Ger	General									
2. Own Aircraft  a) Heading and route	a)	Date / Time of incident	•••••			UTC					
a) Heading and route	b)	Position									
a) Heading and route	2 Own	2 Our Aircraft									
b) True airspeed											
c) Level and altimeter setting	a)	Heading and route									
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)	b)	True airspeed			asu	red in ( )kt- ( )km/h					
( ) 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)	c)	Level and altimeter setting									
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( ) Sun glare     ( ) Windscreen pillar     ( ) Dirty windscreen     ( ) Other cockpit structure     ( ) None  h) Use of aircraft lighting (selected as many required)	f)		(	) Right	(	) Unknown					
( ) Other cockpit structure ( ) None h) Use of aircraft lighting (selected as many required)					\ Distancia de conse						
h) Use of aircraft lighting (selected as many required)		` '	`,	,	(	) Dirty windscreen					
	h)				(	) Cabin lights					
( ) Red anti-collision lights ( ) Landing / taxi lights ( ) Logo (tail fin) lights		•	(	, -	(	) Logo (tail fin) lights					
( ) Other ( ) None		( ) Other	(	) None							
i) Traffic avoidance advice issued by ATS ( )Yes, based on radar ( )Yes, based on visual sighting				) Ves hased on visual s	siah	ating.					
( ) Yes, based on other information ( ) No			(	•	ngi i	iui g					
j) Traffic information issued	i)	Traffic information issued									
( ) Yes, based on radar ( ) Yes, based on visual sighting	3/		(	) Yes, based on visual s	sigh	ting					
( )Yes, based on other information ( )No											
k) Airborne collision avoidance system - ACAS	\ Troffic advisory in the										
<ul> <li>( ) Not carried</li> <li>( ) Type</li> <li>( ) Traffic advisory issued</li> <li>( ) Resolution advisory issued</li> <li>( ) Traffic advisory or resolution advisory not issued</li> </ul>		` ,	(		( olut	•					