

## ENR 1.14 Air Traffic Incidents.

### 1. Definition

An air traffic incident is an occurrence which mainly relates to the regulations governing air traffic services, and where aircraft pass each other at such proximity, or where other difficulties caused by inadequate procedures, non-compliance with procedures or faulty aids on the ground result in a dangerous situation.

Typical examples of air traffic incidents:

- A near collision requiring an avoidance manoeuvre or when an avoiding manoeuvre would have been appropriate to avoid a collision or an unsafe situation.
- An aborted take-off on a closed or engaged runway, or a take-off from such runway with marginal separation from obstacle(s).
- A landing or attempted landing on a closed or engaged runway.

### 2. Obligation to Notify

The commander of an aircraft shall notify the Accident Investigation Board (AIB) of air traffic incidents (as defined in item 1) as soon as possible. In the event that the commander is unable to do so, the owner or the operator of the aircraft shall ensure that the Accident Investigation Board is notified as soon as possible.

### 3. Reporting Procedures

Notification of air traffic incidents is made as follows:

- In-flight notification of an incident of major importance, especially if other aircraft are involved, is made by means of the set air/ground-frequency in order to permit immediate establishment of facts.
- After landing a completed "Air Traffic Incident Report" shall be submitted by quickest available means to the Accident Investigation Board or to the ATS reporting office at the aerodrome where the first landing was made after the incident:
- In order to confirm a preliminary notification of an incident as mentioned above or
- in order to report an incident which did not call for immediate notification at the time of occurrence, or which could not be reported over the radio.

*Note: If there is no ATS reporting office at the first aerodrome where the aircraft lands after the incident, another ATS unit should be notified. The notification made will be passed on to the Accident Investigation Board.*

### 4. Preliminary Notification Made by Radio

A preliminary notification made by radio should contain:

- Aircraft identification (reporting aircraft).
- Type of incident (a near collision situation should be filed immediately by radio)
- Date/time of incident (in UTC). Position (Bearing/Distance from NAVAID or LAT/LONG. Transponder code.
- Own aircraft: Heading and route. True airspeed measured in KT or KMH. Level/Altimeter setting (use FL or FT QNH or FT QFE). Level flight, climbing or descending. Avoiding action taken (yes or no).
- The other aircraft: Type and call sign/registration (if known). If not known, describe the aircraft: High, mid or low wing or rotorcraft. Number of engines. Marking, colour or other available details, heading, and if known, controlling unit and frequency. Level flight, climbing, descending or unknown. Avoiding action taken (yes, no or unknown).
- Closest horizontal distance and closest vertical distance to the other aircraft (state units used).
- Aerodrome of first landing and destination (reporting aircraft).

### 5. Air Traffic Incident Report Form

The Air Traffic Incident Report Form (the ATIR form) may be obtained from the Accident Investigation Board or an ATS unit. The form is published in English language only.

### 6. Accident Investigation Board

In accordance with Regulation no. 301, Regulation on notification requirements concerning aircraft accidents and flight incidents, the following contact information shall be published:

#### Accident Investigation Board (AIB)

Jættevej 50A, 1. sal, mf.

DK-4100 Ringsted

Denmark

TEL: + 45 33 14 70 80

FAX: NIL

E-mail: [aib@havarikommissionen.dk](mailto:aib@havarikommissionen.dk)

Website: <https://havarikommissionen.dk/>

#### Supervisor Copenhagen ACC

TEL: +45 32 48 19 33

### 7. Handling of the Air Traffic Incident Report

The purpose of the report is to provide the investigating authority with as complete information on an air traffic incident as possible and to enable it 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.