

## ENR 1.14 AIR TRAFFIC INCIDENTS

### 1. ATS INCIDENT 정의

1.1 ATS INCIDENT 라함은 항공교통업무와 관련하여 발생한 다음 각 호의 장애를 말한다.

- 가) 항공기 근접비행 (AIRPROX)  
나) 다음 각목의 원인으로 항공기 안전운항에 위험한 상황을 초래할 수 있는 장애
- 1) 활주로침범(runway incursion)
  - 2) 활주로상의 장애물(obstruction on runway)
  - 3) 절차오류(faulty procedures)
  - 4) 절차불이행(non-compliance with procedures)
  - 5) 지상시설의 고장(failure of ground facilities)

1.1.1 항공기근접(Aircraft Proximity) 및 항공기 근접비행(AIRPROX)의 정의  
항공기 근접비행. 항공교통업무 종사자 또는 조종사가 항공기간의 상대적인 위치, 속도 및 거리가 항공기의 안전을 위협하는 상황을 말하며, 다음과 같이 분류한다.

*충돌위험*  
심각한 충돌위험이 존재했던 위험등급

*안전미확보*  
항공기안전이 위태로운 상황으로 발전할 수 있었던 위험등급.

*충돌위험없음*  
충돌위험성이 존재하지 않았던 위험등급.

*결정불가능*  
불충분한 정보 및 상반된 증거로 위험에 처한 상황을 결정하거나 결정을 내릴 수 없는 위험등급

*AIRPROX*  
항공기 근접비행의 표시를 위하여 항공교통 준사고보고시 사용되는 코드 용어.

1.2 ATS INCIDENT는 다음과 같이 표시·구분 한다.

종 류	표 시	Type	Designation
ATS INCIDENT	ATS INCIDENT	Air traffic incident	Incident
a)항 관련	항공기 근접비행	as a) above	AIRPROX (aircraft proximity)
b)항 1) 관련	활주로침범	as b) 1) above	runway incursion
b)항 2) 관련	활주로상의 장애물	as b) 2) above	obstruction on runway
b)항 3) 및 4) 관련	절 차	as b) 3) and 4) above	Procedure
b)항 5) 관련	시 설	as b) 5) above	Facility

2. ATS INCIDENT 양식의 사용 (ENR 1.14-3 ~ 1.14-5 참조)

ATS INCIDENT 보고서는 조종사가 공항에 도착 후, ATS INCIDENT 또는 비행중에 무선통신으로 기보고한 내용의 확인을 위하여 사용된다.

### 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:
  - 1) runway incursion
  - 2) obstruction on runway
  - 3) faulty procedures
  - 4) non-compliance with procedures, or
  - 5) 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 speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

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

*Safety not assured*  
The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

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

*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.

*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:

2. Use of the Air Traffic Incident Report Form (See model on pages ENR 1.14-3 to 1.14-5)

The Air Traffic Incident Report Form is intended for use: by a pilot for filing a report on an air traffic incident after arrival of for confirming a report made initially by radio during flight.

주 - 본 양식을 소지하고 비행 중인 항공기가 이용이 가능한 경우에 초기 보고 및 항공고정통신망에 의한 전문형식으로 사용 할 수 있다.

Note - The form, if available on board, may also be used in making an initial report in flight or as the format for the text of a message to be transmitted over the AFS network.

### 3. 보고절차(비행 중 절차 포함)

### 3. Reporting procedures (including in-flight procedures)

#### 3.1 ATS INCIDENT와 연관된 조종사는 다음 각 호와 같이 조치하여야 한다.

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

가. 비행중에 당해 준사고와 다른 항공기가 관련된 경우, 사실 확인을 위하여 지체 없이 주요내용을 관련 공지통신으로 보고하여야 한다.

a. during flight, use the appropriate air to ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to ascertain immediately;

나. 착륙 후 가능한 빨리 다음의 상황에 의한 ATS INCIDENT 보고서를 작성하여 제출하여야 한다.

b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form

(1) a)호와 관련하여 최초로 보고한 준사고의 내용 확인 또는 공지통신주파수로 보고가 곤란하였던 경우, 최초보고 내용의 보완

(1) 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;

(2) INCIDENT 발생 시 즉각적인 보고가 요구되지 않는 사건의 보고

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

#### 3.2 무선통신으로 초기보고에는 다음 각 호의 내용을 포함하여야 한다.

#### 3.2 An initial report made by radio should contain the following information:

- a. 항공기 호출부호
- b. INCIDENT 종류 예)항공기 근접비행
- c. INCIDENT 내용
  - 1. a) & b)
  - 2. a), b), c), d), n)
  - 3. a), b), c), i)
  - 4. a), b)
- d. 기타 : 1. e).

- a. aircraft identification;
- b. type of incident, e.g. aircraft proximity;
- c. the incident
  - 1. a) & b)
  - 2. a), b), c), d), n)
  - 3. a), b), c), i)
  - 4. a), b)
- d. miscellaneous: 1. e).

#### 3.3 최초 INCIDENT 보고 또는 무선교신 시 최초 보고한 INCIDENT의 확인을 위하여 INCIDENT 보고서를 국토교통부 항공철도사고조사위원회로 제출하여야 한다. 필요시 조종사는 최초 보고한 내용을 보완하여 작성할 수 있다.

#### 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 Aviation and Railway Accidents Investigation Board, Ministry of Land, Infrastructure and Transport. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

- 주소

- Address :

(우)339-011  
세종특별자치시 다솜 2로 94  
정부세종청사 5동 603

Government Complex Building 5-603,  
#94 Dasom 2-ro, Sejong City, 339-012  
Republic of Korea

- 전화 : 044-201-5447  
- 팩스 : 044-201-5698  
- Website : <http://www.araib.go.kr>

Tel : +82-44-201-5447  
Telefax : +82-44-201-5698  
Website : <http://www.araib.go.kr>

### 4. 보고의 목적

### 4. Purpose of reporting and handling of form

#### 4.1 항공기 근접비행 및 INCIDENT 조사는 항공기 안전증진을 위함이며, 항공기 근접비행과 관련한 위험정도는 INCIDENT 조사를 통하여 결정 된다. 위험정도는 「충돌 위험」, 「안전미확보」, 「충돌위험없음」, 「결정불가능」으로 분류 한다.

#### 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 보고양식 작성은 가능한 조사기관에 당해 준사고의 세부 정보를 제공하여, 동 조사기관이 조종사 또는 관련 운영자에게 신속하게 당해 INCIDENT 조사결과에 의한 조치사항을 통보하기 위함이다.

#### 4.2 The purpose of the form is to provide investigatory 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 pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

<b>AIR TRAFFIC INCIDENT REPORT FORM</b>		
For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.		
<b>A - AIRCRAFT IDENTIFICATION</b>	<b>B - TYPE OF INCIDENT</b>	
	AIRPROX/OBSTRUCTION ON RUNWAY/RUNWAY INCRUSION/ PROCEDURE/FACILITY*	
<b>C - THE INCIDENT</b>		
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		
(    ) Wings level (    ) Slight bank (    ) Moderate bank		
(    ) Steep bank (    ) Inverted (    ) Unknown		
f) Aircraft direction of bank		
(    ) Left (    ) Right (    ) Unknown		
g) Restrictions to visibility (select as many as required)		
(    ) Sun glare (    ) Windscreen pillar (    ) Dirty windscreen		
(    ) Other cockpit structure (    ) None		
h) Use of aircraft lighting (select as many as required)		
(    ) Navigation lights (    ) Strobe lights (    ) Cabin lights		
(    ) Red anti-collision lights (    ) Landing/taxi light (    ) 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 (    ) Midwing (    ) Low wing		
(    ) Retorcraft		
(    ) 1 engine (    ) 2 engines (    ) 3 engines		
(    ) 4 engines (    ) More than 4 engines		
Marking, colour or other available details		
_____		
_____		
_____		
c) Aircraft climbing or descending		
(    ) Level flight (    ) Climbing (    ) Descending		
(    ) Unknown		

\* Delete as appropriate

d)	Aircraft bank angle		
	<input type="checkbox"/> Wings level	<input type="checkbox"/> Slight bank	<input type="checkbox"/> Moderate bank
	<input type="checkbox"/> Steep bank	<input type="checkbox"/> Inverted	<input type="checkbox"/> Unknown
e)	Aircraft direction of bank		
	<input type="checkbox"/> Left	<input type="checkbox"/> Right	<input type="checkbox"/> Unknown
f)	Lights displayed		
	<input type="checkbox"/> Navigation lights	<input type="checkbox"/> Strobe lights	<input type="checkbox"/> Cabin lights
	<input type="checkbox"/> Red anti-collision lights	<input type="checkbox"/> Landing/taxi light	<input type="checkbox"/> Logo (tail fin) lights
	<input type="checkbox"/> Other	<input type="checkbox"/> None	<input type="checkbox"/> Unknown
g)	Traffic avoidance advice issued by ATC		
	<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	
	<input type="checkbox"/> Yes, based on other information		
	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
h)	Traffic information issued		
	<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	
	<input type="checkbox"/> Yes, based on other information		
	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
i)	Avoiding action taken		
	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
4. Distance			
a)	Closest horizontal distance _____		
b)	Closest vertical distance _____		
5. Flight weather conditions			
a)	IMC/VMC*		
b)	Above / below* clouds / fog / haze or between layers*		
c)	Distance vertically from cloud _____ m / ft* below _____ m / ft* above		
d)	Incloud / 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, address 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 _____

\* Delete as appropriate

# E - SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report
  - a) Report received via AFTN/radio/telephone/other (specify)\* \_\_\_\_\_
  - b) Report received via \_\_\_\_\_ (name of ATS unit)

2. Details of ATS action  
Clearance, incident seen (radar/visually, warning given, result of local enquire, etc.)

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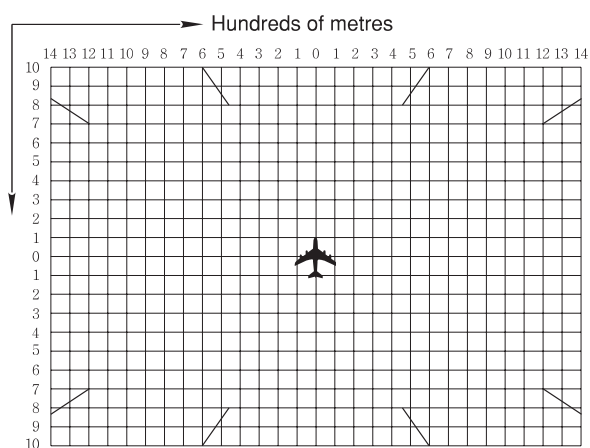
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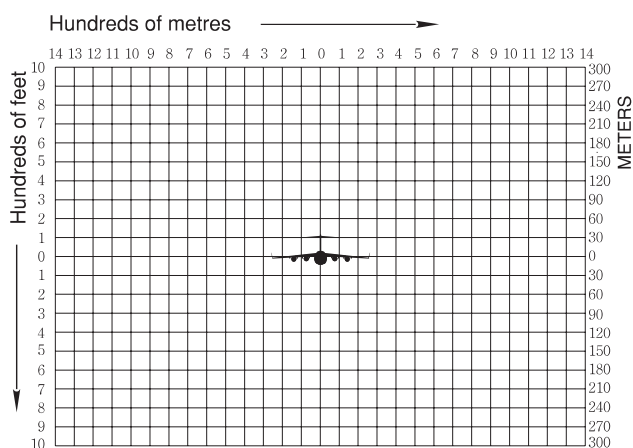
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## DIAGRAMS OF AIRPROX

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



VIEW FROM ASTERN

\* Delete as appropriate

INTENTIONALLY

LEFT

BLANK