

ENR 1.14 空中交通事件报告**ENR 1.14 REPORTING OF AIR TRAFFIC INCIDENTS**

发生空中交通事件的机组应到机场空中交通服务报告室，填写空中交通事件报告表（见表 1.14-1）

The flight crew of an aircraft involved in an air traffic incident is required to fill in an “Air Traffic Incident Report” form (see Table 1.14-1) at an Air Traffic Services Reporting Office.

1. 空中交通事件的定义**1. Definition of air traffic incidents**

“空中交通事件”用来表示发生的与提供空中交通服务相关的严重事件。如：

- a) 航空器接近；
- b) 由下列原因（作为举例）所导致的会使航空器处于险情的严重问题：
 - 1) 错误的工作程序
 - 2) 不遵守工作程序，或
 - 3) 地面设备故障。

“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) faulty procedures
 - 2) non-compliance with procedures, or
 - 3) failure of ground facilities.

1.1 航空器接近的定义**1.1 Definitions for aircraft proximity**

航空器接近：航空器驾驶员或空中交通服务人员认为，航空器之间的距离及其相对位置和速度已处于危及相关航空器安全的一种状态。

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.

航空器接近的等级分类如下：

碰撞危险：存在严重碰撞危险的航空器接近。

安全无保证：可能已危及航空器安全的航空器接近。

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 of 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.

无碰撞危险：不存在碰撞危险的航空器接近。

危险性不确定：尚无足够情报确定有关危险的出现，或无法定性，或自相矛盾的证据排除了对危险接近的定性。

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

AIRPROX: 空中交通事件报告中用以表示航空器接近的代码。

1.2 空中交通事件按照下列类别分配代号以在报告中识别：

类别 代号

空中交通事件 事件

上面 a) 所述 AIRPROX(航空器接近)

上面 b) 中 1) 和 2) 程序

上面 b) 中 3) 所述设备

1.2 Air traffic incidents are designated and identified in reports as follows:

Type Designation

Air traffic incident Incident

as a) above AIRPROX(aircraft proximity)

as b) 1) and 2) above Procedure

as b) 3) above Facility

2. 空中交通事件报告表的使用**2. Use of the Air Traffic Incident Report Form**

空中交通事件报告表旨在用于:

a) 在航空器到达后由航空器驾驶员填写关于一个空中交通事件的报告, 或为了证实在飞行中最初通过无线电所作的事件报告。

注: 如果航空器上有该表格, 也可以用来作为飞行中进行初次报告的格式。

b) 空中交通服务单位用来记录通过无线电通信、电话和打字电报机收到的空中交通事件报告。

注: 该表格可作为在航空固定通信网上传递的报文格式。

3. 报告程序

3.1 涉及空中交通事件的航空器驾驶员应遵守的程序如下:

a) 在飞行中, 使用相应的空地通信频率报告有重大事件情况, 特别当涉及到其它航空器时更应如此, 以便迅速查明事实情况。

b) 航空器降落后尽快提交经填写完毕的空中交通事件报告表, 用于:

- 1) 证实 a) 中所提出的报告, 或当未能通过无线电通信报告时, 填写有关该事件的初次报告。
- 2) 报告在事发时不需要立即通知的事件。

3.2 通过无线电所作的初次报告应包括以下信息:

- a) 航空器识别标志;
- b) 事件类别, 如: 航空器接近;
- c) 事件; 1. a) 和 b); 2. a), b), c), d), n); 3. a), b), c), i); 4. a), b);
- d) 其它: 1. e)。

3.3 最初通过无线电报告的重大事件或者关于其它事件的初次报告的确认报告应提交给航空安全办公室, 或提交给第一降落机场的空中交通服务报告室, 以便由其转交给航空安全办公室。航空器驾驶员应完整地填写空中交通服务报告表格, 并在必要时对初次报告的细节作补充。

注: 在无空中交通服务报告室的地方可提交给另外一个空中交通服务单位。

4. 事件报告和事件处理报告表的目的

4.1 把航空器接近的事件报告给上级和随后进行的调查是为了促进航空器的安全。发生一次航空器接近事件的危险等级应在事件调查中确定, 并分为“碰撞危险”, “安全无保证”, “无碰撞危险”, “危险性不确定”等四类。

The Air Traffic Incident Report Form is intended for use:

a) By a pilot for filing a report on an air traffic incident after arrival or for confirming 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 the format for the text of a message to be transmitted over the AFS network.

3. Reporting procedures

3.1 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

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

3.2 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), i); 4. a), b);
- d) Miscellaneous: 1. e).

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 The Office of Aviation Safety, or to the ATS Reporting Office of the aerodrome of first landing for submission to The Office of Aviation Safety. 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 Reporting Office, the report may be submitted to another ATS unit.

4. Purpose of reporting and handling of the form

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 空中交通事件报告表的目的是为了给事件调查单位提供尽可能完整的事件的有关信息，以便他们以最短时间向有关航空器驾驶员或经营人反馈对航空器经营人的调查结果，该事件的调查结果，以及视情况对其所采取的纠正措施。

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 the pilot or operator concerned, the result of the investigation of the operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

表/Table 1.14-1

空中交通事件报告表 Air traffic incident report form	
提交和接收空中交通事件报告时使用，通过无线电传送的初次报告，必须包括阴影部分的项目。 <i>For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.</i>	
A — 航空器识别标志 Aircraft identification	B — 事件种类 Type of incident 航空器接近/程序/设备* Airprox/procedure/Facility*
C — 事件 The incident	
1. 概要 General	
a) 事件发生的日期/时间 Date/time of incidentUTC b) 地点 Position	
2. 自己的航空器 Own aircraft	
a) 航向和航线 Heading and route b) 真空速 True airspeed海里/小时 measured in kt千米/小时 km/h..... c) 高度和高度表拨正 Level and altimeter setting..... d) 航空器的升降 Aircraft climbing or descending <input type="checkbox"/> 水平飞行 Level flight <input type="checkbox"/> 爬升 Climbing <input type="checkbox"/> 下降 Descending e) 航空器转弯坡度 aircraft bank angle <input type="checkbox"/> 水平 Wings level <input type="checkbox"/> 小坡度 Slight bank <input type="checkbox"/> 中坡度 Moderate bank <input type="checkbox"/> 大坡度 Steep bank <input type="checkbox"/> 倒转 inverted <input type="checkbox"/> 不明 Unknown f) 航空器转弯方向 Aircraft direction of bank <input type="checkbox"/> 左 Left <input type="checkbox"/> 右 Right <input type="checkbox"/> 不明 Unknown g) 挡住视线（根据需要尽可能多选） Restrictions to visibility (select as many as required) <input type="checkbox"/> 眩目的阳光 Sunglare <input type="checkbox"/> 风挡支架 Windscreen pillar <input type="checkbox"/> 风挡脏 Dirty windscreen <input type="checkbox"/> 其它驾驶舱构件 Other cockpit structure <input type="checkbox"/> 无 None h) 航空器灯光的使用（根据需要尽可能多选） Use of aircraft lighting (select as many as required) <input type="checkbox"/> 航行灯 Navigation lights <input type="checkbox"/> 闪光灯 Strobe lights <input type="checkbox"/> 客舱灯 Cabin lights <input type="checkbox"/> 红色防撞灯 Red anti-collision lights <input type="checkbox"/> 着陆、滑行灯 Landing/taxi lights <input type="checkbox"/> 标志灯(尾翼上) Logo (tail fin) lights <input type="checkbox"/> 其它 Other <input type="checkbox"/> 无 None i) ATS 发布的飞行避让通知 Traffic avoidance advice issued by ATS <input type="checkbox"/> 是，根据雷达 Yes, based on radar <input type="checkbox"/> 是，根据目视观察 Yes, based on visual sighting <input type="checkbox"/> 是，根据其它情报 Yes, based on other information <input type="checkbox"/> 无 No j) 发布的交通情报 Traffic information issued <input type="checkbox"/> 是，根据雷达 Yes, based on radar <input type="checkbox"/> 是，根据目视观察 Yes, based on visual sighting <input type="checkbox"/> 是，根据其它情报 Yes, based on other information <input type="checkbox"/> 无 No	

k) 机载防撞系统—Airborne collision avoidance system—ACAS

- ☐ 未装备 Not carried ☐ 种类 Type ☐ 发布的交通咨询 Traffic advisory issued
☐ 发布的交通冲突处理咨询 Resolution advisory issued
☐ 未发布交通咨询或交通冲突处理咨询 Traffic advisory or resolution advisory not issued

l) 雷达识别 Radar identification

- ☐ 无可雷达 No radar available ☐ 雷达识别 Radar identification
☐ 没有雷达识别 No radar identification

m) 看到其它航空器 Other aircraft sighted

- ☐ 是 Yes ☐ 否 No ☐ 看错航空器 Wrong aircraft sighted

n) 采取避让措施 Avoiding action taken

- ☐ 是 Yes ☐ 否 No

o) 飞行计划的种类 Type of flight plan

仪表飞行 / 目视飞行 / 无* IFR/VFR/none*

3. 其它航空器 Other aircraft

a) 类型及呼号/注册标志 (如果知道) Type and call sign/registration (If known).....

b) 如果 a) 不明, 则填写下列各项 If a) above not known, describe below

- ☐ 上单翼 High wing ☐ 中单翼 Mid wing ☐ 下单翼 Low wing
☐ 旋翼机 Rotorcraft
☐ 1 发 1 engine ☐ 2 发 2 engines ☐ 3 发 3 engines
☐ 4 发 4 engines ☐ 4 发以上 More than 4 engines

标志、颜色或其它掌握的细节 Marking, colour or other available details

.....

c) 航空器爬升或下降 Aircraft climbing or descending

- ☐ 水平飞行 Level flight ☐ 爬升 Climbing ☐ 下降 Descending
☐ 不明 Unknown

d) 航空器转弯坡度 Aircraft bank angle

- ☐ 水平 Wings level ☐ 小坡度 Slight bank ☐ 中坡度 Moderate bank
☐ 大坡度 Steep bank ☐ 倒转 Inverted ☐ 不明 Unknown

e) 航空器转弯方向 Aircraft direction of bank

- ☐ 左 Left ☐ 右 Right ☐ 不明 Unknown

f) 显示灯光 Lights displayed

- ☐ 航行灯 Navigation lights ☐ 闪光灯 Strobe lights ☐ 客舱灯 Cabin lights
☐ 红色防撞灯 Red anti-collision lights ☐ 着陆、滑行灯 Landing/taxi lights
☐ 标志灯 (尾翼上) Logo (tail fin) lights ☐ 其它 Other

<input type="checkbox"/> 无 None	<input type="checkbox"/> 不明 Unknown
g) ATS 发布的飞行避让通知 Traffic avoidance advice issued by ATS	
<input type="checkbox"/> 是, 根据雷达 Yes, based on radar	<input type="checkbox"/> 是, 根据目视观测 Yes, based on visual sighting
<input type="checkbox"/> 是, 根据其它情报 Yes, based on other information	<input type="checkbox"/> 无 No <input type="checkbox"/> 不明 Unknown
h) 发布的交通情报 Traffic information issued	
<input type="checkbox"/> 是, 根据雷达 Yes, based on radar	<input type="checkbox"/> 是, 根据目视观测 Yes, based on visual sighting
<input type="checkbox"/> 是, 根据其它情报 Yes, based on other information	<input type="checkbox"/> 无 No <input type="checkbox"/> 不明 Unknown
i) 采取避让措施 Avoiding action taken	
<input type="checkbox"/> 是 Yes	<input type="checkbox"/> 否 No <input type="checkbox"/> 不明 Unknown
4. 距离 Distance	
a) 最近的水平距离 Closest horizontal distance	
b) 最近的垂直距离 Closest vertical distance	
5. 飞行天气情况 Flight weather conditions	
a) 仪表气象条件/目视气象条件* IMC/VMC *	
b) 云上/云下*/雾/霾或在云层之间* Above/ below * clouds/ fog/ haze or between layers*	
c) 离云层的垂直距离 Distance vertically from cloud.....米/英尺*之下 m/ ft* below米/英尺*之上 m/ft* above	
d) 在云中/雨/雪/冻雨/雾/霾* In cloud/ rain/ snow/ sleet/ fog/ haze*	
e) 朝向/背向太阳飞行* Flying into/ out of * sun	
f) 飞行能见度 Flight visibility.....米/千米* m/km*	
6. 航空器驾驶员认为重要的其它情报 Any other information considered important by the pilot-in-command	
.....	
D — 其它 Miscellaneous	
1. 报告航空器的资料 Information regarding reporting aircraft	
a) 航空器注册号 Aircraft registration	
b) 航空器型号 Aircraft type	
c) 经营人 Operator	
d) 离港机场 Aerodrome of departure	
e) 第一降落机场 Aerodrome of first landing目的地 destination	
f) 通过无线电或其他方式向 Reported by radio or other means to (ATS 单位名称 name of ATS unit) 报告时间 at timeUTC	
g) 填写表格的日期/时间/地点 Date/ time/ place of completion of form	

2. 递交报告人的职务、地址和签名 Function, address and signature of person submitting report

- a) 职务 Function
- b) 地址 Address
- c) 签名 Signature
- d) 电话号码 Telephone number

3. 接受报告人的职务、地址和签名 Function and signature of person receiving report

- a) 职务 Function b) 签名 Signature

E — ATS 单位有关的补充资料 Supplementary information by ATS unit concerned**1. 报告的接收 Receipt of report**

- a) 从航空固定电信网/无线电/电话/其它(注明)*收到报告 Report received via AFTN/ radio / telephone / other (specify)*
- b) 接受报告单位 Report received by (ATS 单位名称 name of ATS unit)

2. ATS 采取的措施的详情 Details of ATS action

许可、所见事件(雷达/目视、发出的警告、当地调查结果,等)

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

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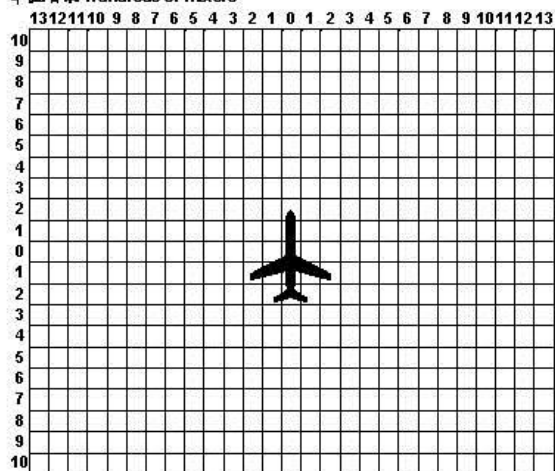
.....

航空器接近示意图**Diagrams of airprox**

以你为每幅图的中心位置,标出其它航空器相对于你的轨迹,左图为水平面上的位置,右图为垂直面上的位置。包括第一次看见及飞过的距离

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.

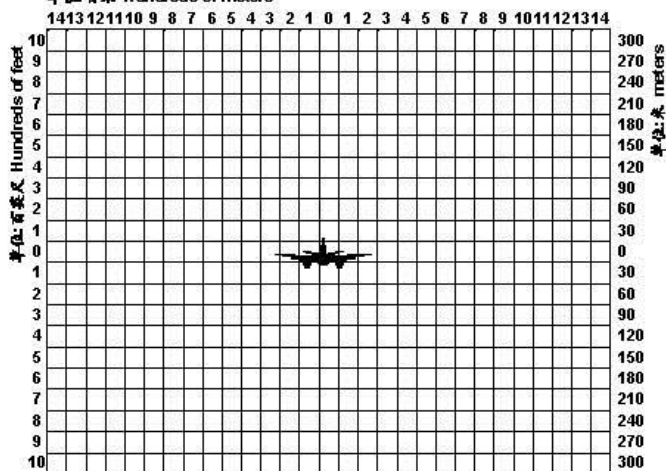
单位:百米 Hundreds of meters



俯视图

View from above

单位:百米 Hundreds of meters



后视图

View from astern