

1.14 Förares rapportering av lufttrafiktilbud

1 Allmänt

1.1 ATIR skall lämnas för händelse som specifikt hänför sig till flygtrafiktjänsten. Som sådan händelse räknas (av föraren uppfattad) onormalt litet avstånd mellan luftfartyg eller annan allvarlig svårighet som enligt förarens bedömning har medfört fara för luftfartyget och orsakats av t.ex. felaktig trafikavveckling, överträdelse av bestämmelser eller felaktighet hos markutrustning.

1.2 På grundval av händelsens art benämns och klassificeras en ATIR som någon av följande:

AIRPROX	Onormal närhet mellan luftfartyg.
PROCEDURES	Felaktig trafikavveckling eller överträdelse av bestämmelser.
FACILITY	Felaktighet hos markutrustning.

2 ATIR-blankett

2.1 Blanketten Air Traffic Incident Report (ATIR), (se sida ENR 1.14-4) överensstämmer med den som finns angiven i ICAO Doc 4444 PANS-ATM Appendix 4. Den finns tillgänglig via www.transportstyrelsen.se eller vid svenska ATS enheter samt vid FPC. (Blankettnummer L-1722-3).

Blanketten är avsedd att användas

- av förare vid inlämning av ATIR efter landning och som mall för den första underrättelsen per radio eller telefon snarast efter händelsen (se mom 3.2);
- av ATS-enhet för att nedteckna underrättelse om inträffad lufttrafikhändelse som tas emot per radio, telefon, fax, eller fjärrskrift.

Anm. Avsikten med blanketten är att underlätta utredning av inträffad händelse och snabbast möjliga återrapport till förare eller företagare rörande resultatet av utredningen, jämte information om de ev. åtgärder som vidtagits eller kommer att vidtas för att förhindra ett upprepande.

3 Rapporteringsrutiner

3.1 Varje lufttrafikhändelse vid vilket luftfartyget eller de ombordvarande har befunnit sig i en uppenbar risksituation skall rapporteras till Transportstyrelsen.

3.2 Förare som är eller har varit inblandad i en händelse bör handla enligt följande:

3.2.1 *Under pågående flygning:* Underrätta snarast vederbörande ATS-enhet per radio om händelse av allvarlig natur, i synnerhet om ett annat luftfartyg är berört (detta för att ATS omedelbart skall kunna försäkra sig om faktiska sakuppgifter).

Anm. Det är särskilt viktigt att händelse AIRPROX anmäls snarast möjligt.

1.14 Reporting of air traffic incidents by pilots (ATIR)

1 General

1.1 An ATIR shall be submitted for any incident specifically related to the provision of air navigation services (ATS, COM, MET, AIS). This includes occurrences involving aircraft proximity (AIRPROX) as deemed by the pilot as well as other serious difficulty resulting in a hazard to the aircraft, caused by e.g. faulty procedures, non-compliance with procedures, or failure of ground procedures.

1.2 Based on the nature of the occurrence, ATIRs are designated and identified in reports as follows:

AIRPROX	Aircraft proximity.
PROCEDURES	Faulty procedures or violation of applicable procedures.
FACILITY	Failure of ground facilities.

2 The ATIR form

2.1 The Air Traffic Incident Report (ATIR), (see page ENR 1.14-4) form conforms to the model published in ICAO Doc 4444 PANS-ATM Appendix 4. The form is available via www.transportstyrelsen.se or at most Swedish ATS units and FPC.

The form is intended to be used

- by pilots for filing a report on an air traffic incident upon arrival and as a pattern for making the initial report by radio or telephone (see para 3.2);
- by ATS units for recording an air traffic incident report received by radio, telephone, fax, or teletype-writer.

Note. The purpose of the form is to facilitate the investigation of the occurrence and to enable investigatory authorities to report back with the least possible delay to the pilot or operator concerned the result of the investigation and, if appropriate, the remedial action taken.

3 Reporting procedures

3.1 Any air traffic incident which has endangered the aircraft or the life of the persons on board shall be reported to the Swedish Transport Agency.

3.2 A pilot should proceed as follows regarding an incident in which he/she is or has been involved:

3.2.1 *In flight:* Report by radio to the appropriate ATS unit as soon as possible if the incident is considered a more serious one, particularly if it involves other aircraft (so as to permit facts to be ascertained immediately by ATS).

Note. It is of particular importance that AIRPROX incidents be reported as soon as practicable.

Underrättelse per radio bör om möjligt lämnas till den ATS-enhet med vilket förbindelse upprätthölls då händelsen inträffade (ATS kan dock anvisa annan frekvens) och bör innehålla följande uppgifter (bokstäver och siffror enligt blankett ATIR):

- A Eget luftfartygs beteckning.
- B Händelsens art enligt 1.2 ovan.
- C Korta uppgifter om händelsen enligt följande:
- 1) Tidpunkt för händelsen (UTC) samt position.
 - 2) a) Kurs och flygväg.
b) Kurshastighet (TAS).
c) Flyghöjd och höjdmätarinställning.
d) Planflykt/stigning/plané.
n) Väjningsmanöver utförd/ej utförd.
 - 3) Uppgifter om det andra luftfartyget (i förekommande fall).
a) Typ och anropssignal/beteckning, om den är känd.
b) Kort beskrivning (hög-, mid- eller lågvingat, helikopter, antal motorer, markeringar, färg och andra uppgifter).
c) Planflykt/stigning/plané.
i) Väjningsmanöver utförd/ej utförd.
 - 4) Minsta avstånd mellan luftfartygen (i förekommande fall).
a) Horisontellt.
b) Vertikalt.
- D 1) e) Eget luftfartygs första destinationsflygplats (krävs ej om uppgiften förutsätts känd av ATS genom färdplan).

3.2.2 Snarast möjligt efter landning:

- a) Allvarlig händelse som inte lämnats per radio enligt 3.2.1 skall snarast anmälas per telefon till närmaste ATS-enhet. Telefonnummer, se GEN 3.3.
- b) Fyll i en ATIR-blankett och lämna eller sänd in den enligt nedan för att:
- bekräfta en underrättelse som lämnats per radio enligt 3.2.1, eller för att lämna rapport om händelse som inte kunde anmälas per radio; eller
 - lämna rapport om en händelse som det inte var nödvändigt att anmäla omedelbart efter att den inträffat.

Fyll i avsnitten A — D på blanketten och, när så är tillämpligt, markera på AIRPROX-diagrammet på blankettens sista sida hur det andra luftfartygets passage uppfattades i fråga om avstånd, inbördes kursskillnader och attitydskillnader mellan luftfartygen.

The report by radio as mentioned above should be submitted to the ATS unit with which the aircraft was in radio contact when the incident occurred. The report should contain the following information (letters and figures are in accordance with the ATIR form):

- A Identification of own aircraft.
- B Type of incident, as specified in 1.2 above.
- C Brief information on the incident as follows:
- 1) Time of incident (UTC), position.
 - 2) a) Heading and route.
b) True airspeed (TAS).
c) Level and altimeter setting.
d) Level flight/climbing/descending.
n) Avoiding action taken/not taken.
 - 3) Information on the other aircraft (when relevant).
a) Type and call sign/registration (if known).
b) Brief description (high-, mid- or low-wing, rotorcraft, number of engines, markings, colour, other details).
c) Level flight/climbing/descending.
i) Avoiding action taken/not taken.
 - 4) Closest distance between aircraft (when relevant).
a) Horizontally.
b) Vertically.
- D 1) e) Aerodrome of first landing (not required if presumed known to ATS by flight plan).

3.2.2 As soon as practicable after landing:

- a) A serious incident not initially reported by radio as specified in 3.2.1 shall be reported without delay to the nearest ATS unit. Telephone numbers, see GEN 3.3.
- b) Fill in the ATIR form and submit it as described below in order to:
- confirm an incident report initially filed by radio as specified in 3.2.1, or to file the initial report on an incident which was not possible to report by radio; or
 - report an incident, which did not require immediate notification at the time of occurrence.

Complete Sections A through D of the form and, whenever applicable, mark on the AIRPROX diagram on the last page of the form how the passage of the other aircraft was observed relative to own aircraft regarding distance, headings and flight attitudes.

Lämna den ifyllda blanketten till ATS vid första landningsflygplats. Är detta inte möjligt, sänd rapporten snarast per post eller fax till vederbörande luftfartsmyndighet i den stat som ansvarar för ATS i den FIR i vilken händelsen inträffade, *i Sverige*, till Transportstyrelsen, 601 73 NORRKÖPING. Adresser till utländska luftfartsmyndigheter kan inhämtas från flygbriefingtjänsten, FPC.

Submit the completed form to the ATS at the first aerodrome of landing. If this is not practicable, send the report soonest by mail or fax to the appropriate aeronautical authority of the State responsible for the ATS in the FIR, in which the incident occurred, *in Sweden*, to the Swedish Transport Agency, SE-601 73 Norrköping, Sweden. Addresses to foreign aeronautical authorities are available from Flight Planning Centre, FPC.

AIR TRAFFIC INCIDENT REPORT ATIR

For use when submitting and receiving reports on air traffic incidents.
 In an initial report by radio or telephone, only shaded items should be included.

A - AIRCRAFT IDENTIFICATION**	B - TYPE OF INCIDENT	
	AIRPROX ** / OBSTRUCTION ON RUNWAY / RUNWAY INCURSION / PROCEDURE / FACILITY*	
C - THE INCIDENT		
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	() Climbing	() Descending
() Level flight		
e) Aircraft bank angle	() Slight bank	() Moderate bank
() Wings level	() Inverted	() Unknown
() Steep bank		
f) Aircraft direction of bank	() Right	() Unknown
() Left		
g) Restrictions to visibility (select as many as required)	() Windscreen pillar	() Dirty windscreen
() Sun glare	() None	
() Other cockpit structure		
h) Use of aircraft lighting (select as many as required)	() Strobe lights	() Cabin lights
() Navigation lights	() Landing/taxi lights	() Logo (trail fin) lights
() Red anti-collision lights	() None	
() Other		
i) Traffic avoidance advice issued by ATS	() Yes, based on visual sighting	() Yes, based on other information
() Yes, based on radar		
() No		
j) Traffic information issued	() Yes, based on visual sighting	() Yes, based on other information
() Yes, based on radar		
() No		
k) Airborne collision avoidance system - ACAS	() Type	() Traffic advisory issued
() Not carried	() Traffic advisory or resolution advisory not issued	
() Resolution advisory issued		
l) Radar identification	() Radar identification	() No radar identification
() No radar available		
m) Other aircraft sighted	() No	() Wrong aircraft sighted
() Yes		
n) Avoiding action taken	() No	
() Yes		
o) Type of flight plan	() VFR	() None
() IFR		

** See instructions on page 4.

* Delete as appropriate

Please turn over! →

2

3. Other aircraft**

- a) Type and call sign/registration (if known) _____
- b) If a) above not known, describe below
- | | | |
|-------------------------------------|--|------------------------------------|
| <input type="checkbox"/> High wing | <input type="checkbox"/> Mid wing | <input type="checkbox"/> Low wing |
| <input type="checkbox"/> Rotorcraft | | |
| <input type="checkbox"/> 1 engine | <input type="checkbox"/> 2 engines | <input type="checkbox"/> 3 engines |
| <input type="checkbox"/> 4 engines | <input type="checkbox"/> More than 4 engines | |
- Marking, colour or other available details
- _____
- _____
- _____
- c) Aircraft climbing or descending
- | | | |
|---------------------------------------|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Level flight | <input type="checkbox"/> Climbing | <input type="checkbox"/> Descending |
| <input type="checkbox"/> Unknown | | |
- 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 lights | <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 ATS
- | | | |
|--|--|---|
| <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 meteorological conditions*

- a) IMC VMC
- b) Above Below clouds fog haze between layers
- c) Distance vertically from cloud _____ () m () ft below _____ () m () ft above
- d) In cloud rain snow sleet fog haze
- e) Flying into sun out of sun
- f) Flight visibility _____ () m () km

** See instructions on page 4.

* Delete as appropriate

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 _____

E - SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED**1. Receipt of report**

- a) Report received via AFTN/radio/telephone/other (specify)* _____
- b) Report received by _____ (name of ATS unit) _____

2. Details of ATS action**

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

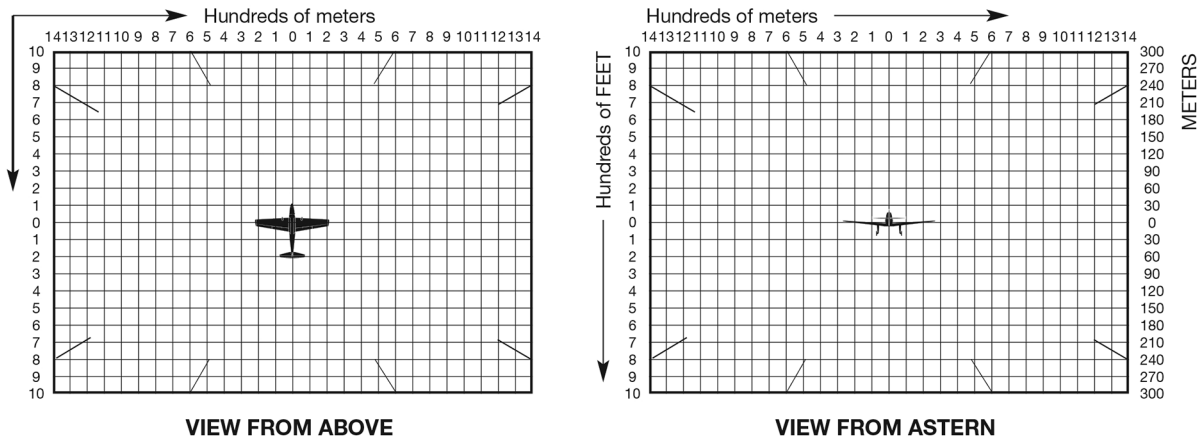
** See instructions on page 4.

* Delete as appropriate

Please turn over! 

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 centre of each diagram. Include first sighting and passing distance.



Instructions:

- A Aircraft identification of the aircraft filing the report.
- B An AIRPROX report should be filed immediately by radio.
- C1 Date/time UTC and position in bearing and distance from a navigational aid or in LAT/LONG.
- C2 Information regarding aircraft filing the report, tick as necessary.
- C2 c) E.g. FL350/1013 hPa or 2500 ft/QNH 1007 hPa or 1200 ft/QFE 998 hPa.
- C3 Information regarding the other aircraft involved.
- C4 Passing distance - state units used.
- C6 Attach additional papers as required. The diagrams may be used to show aircraft's positions.
- D1 f) State name of ATS unit and date/time in UTC.
- D1 g) Date and time in UTC.
- E2 Include details of ATS unit such as service provided, radiotelephony frequency, SSR codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

Submit the completed form to the ATS or AIS unit at the first aerodrome of landing. If this is not practicable, send the report soonest by mail or fax to the appropriate aeronautical authority of the State responsible for the ATS in the FIR/UIR, in which the incident occurred
(in Sweden: to the Swedish Transport Agency, 601 73 Norrköping, fax +46 11 18 50 91, e-mail: asr@transportstyrelsen.se).

Note. A serious incident not reported by radio, shall also be reported by telephone to the nearest ATS unit as soon as practicable.