

**GOVERNMENT OF INDIA
OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION
CIVIL AVIATION DEPARTMENT**

**File no JDG/OPS/2009
Air Safety Circular 05/09**

SUBJECT: CLASSIFICATION OF AIRCRAFT PROXIMITY

International Civil Aviation Organisation has defined "Aircraft proximity" as a situation in which, in the opinion of a pilot or Air Traffic Services Personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compensated. Further, it has been classified into 4 categories as follows

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

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

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

D. Risk not determined. The risk classification of an aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

. However, ICAO has not quantified these categories. Investigation of several air prox incidents in India have revealed that even though a breach of separation had taken place, these incidents cannot be treated as critical or serious. For example, if the required standard longitudinal separation between two aircraft in an ATS route is 10 minutes and the separation reduces to 9 minutes, the chances of a mid air collision is impossible, regardless of any evasive action taken by the pilot or the air traffic controller. However, in India such cases are terms as 'Air prox incident'.

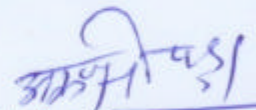
In view of the circumstances detailed above and keeping in line with international practices, the air proximity in India may be classified as under:

Categorisation	Severity	Definition	Separation
A Critical incident	Risk of collision	Serious risk of collision has existed.	Any incident which involves a high risk of collision, with the aircraft passing within 250 feet Vertically and 500ft laterally.

B Serious incident	Safety not assured	The safety of the aircraft may have been compromised.	1. Any incident which could have resulted in critical incident if no action had been taken by either the flight crew or the Air Traffic Controller, The proximity between the aircraft was Vertically: 250 feet or more but less than the half of the approved separation minima. Laterally: 500feet or more but less than half of the approved separation minima 2. An incident where no avoiding action was taken however the direction, altitude and separation were such that the safety of the aircraft may have been compromised
C No Hazard	No risk of collision	No risk of collision has existed	Incident involving break down of prescribed separation standards where direction and altitude would have made a mid air collision improbable, regardless of evasive action taken. Aircraft passed with equal to or more than 50% of approved separation minima.
D Unclassified	Risk not determined	Insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.	Insufficient information was available to determine the risk involved.

Categorization of the airprox incident will be decided by the central committee.

This will be implemented henceforth.



(A.K. Chopra)

Jt. Director General

For Director General of Civil Aviation

Copy to:

All operators
 Chairman AAI Rajiv Gandhi Bhavan
 Internal distribution as per list