

CIVIL AVIATION AUTHORITY**AIRCRAFT PROXIMITY (AIRPROX) REPORT****Instructions for use****AIRPROX IN UK AIRSPACE**

UK Airspace comprises the UK FIRs, UIRs, the Shanwick Oceanic FIR / UIR and Channel Islands Regulated Airspace

Pilots should use this form to initiate an AIRPROX report or to respond to one initiated by another pilot or a controller. (The shaded areas inside the form indicate those items which should be included in an initial RT report.) The completed form should be sent to:

**UK Airprox Board
Hillingdon House
Uxbridge
UB10 0RU**

If you have any queries about AIRPROX reporting procedures please call or fax UKAB on:

Tel: (01895) 815121/2/5

Fax: (01895) 815124

AIRPROX OCCURRING OUTSIDE THE UK

This form may be used in the absence of a State's or a CAA approved company form. It satisfies the information requirements of ICAO reporting procedures. The original report should be submitted to the relevant overseas authority and a copy sent to the:

**CAA Safety Data Department, Aviation House,
Gatwick Airport South, West Sussex RH6 0YR**

Tel: (01293) 573699/573211 Fax: (01293) 573972

NOTES

1. **AIRPROX reporting procedures** for civil pilots are detailed in the UK AIP ENR Section 1.14.
2. **Civil controllers** should use Forms CA1094A & 1261 to report any AIRPROX in UK airspace.

WARNING! - TIME OF INCIDENT

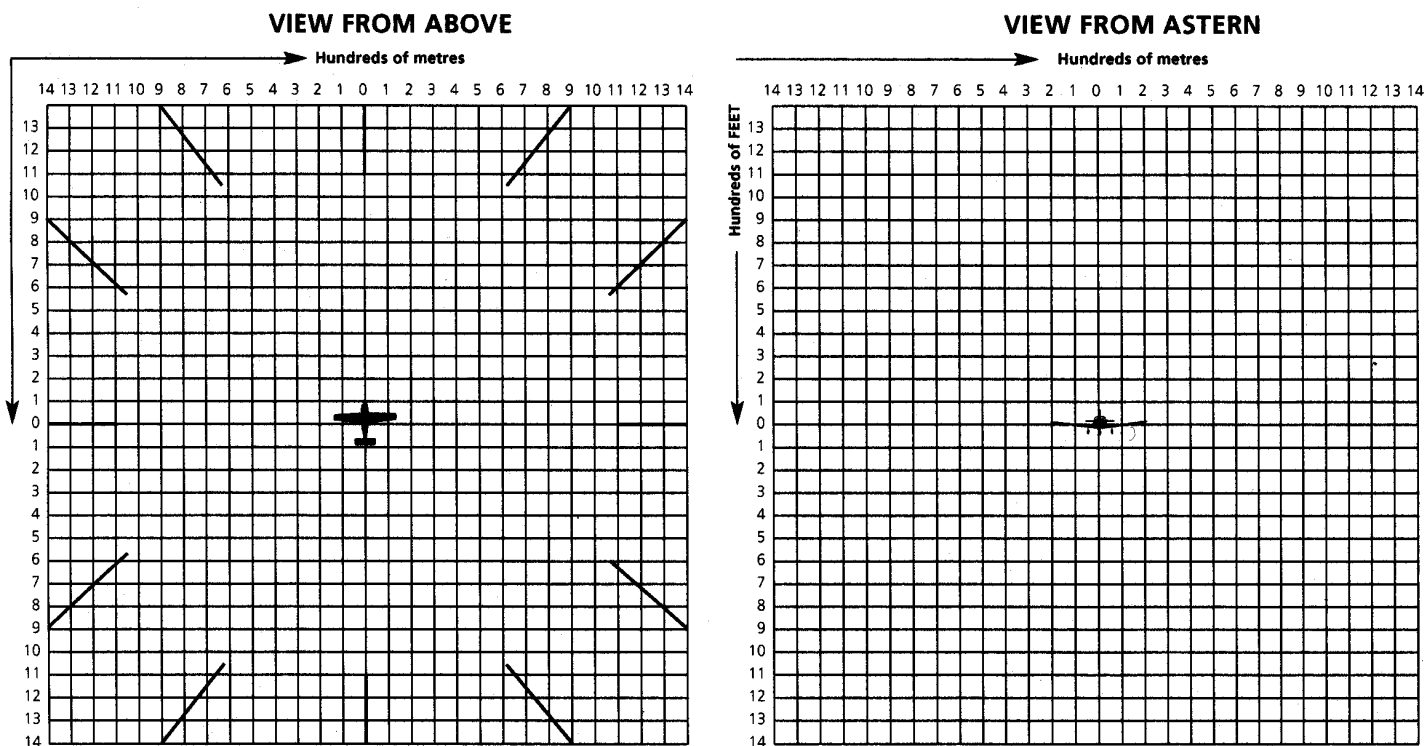
AIRPROX investigation is severely hindered if the date or time of the incident is reported inaccurately. Please be as accurate as you can with the minutes, but make CERTAIN you enter the correct DATE, HOUR and TIME ZONE at Section M of the report. If you are unsure, please take advice from UKAB or SDD staff as appropriate.

		A	AIRPROX REPORT (*= Select words as appropriate)			
1 Name of pilot in command			1			
2 Flight deck crew complement		B	2			
Operator – include address and telephone no.		C				
Aircraft registration and type		D				
Colour scheme and external lighting in use – strobes etc		E				
1 Radio call sign			1			
2 In communication with			2			
3 Type of ATC service		F	3			
4 RT frequency			4			
5 SSR transponder			5	*Fitted / Not fitted. Code: Mode C – *On / Off / Not fitted		
Aerodrome of departure		G				
Aerodrome of first intended landing		H				
Type of flight plan		I	* IFR / VFR / None		CANP Filed YES / NO*	
1 Position of Airprox			1		
2 Aircraft heading		J	2 * True/Magnetic		
3 True airspeed			3 knots		
1 Flight level, altitude or height			1	*FL / ft		
2 Altimeter setting			2 mb (* Standard / RPS / QNH / QFE)		
3 Aircraft attitude		K	3	*Level/Climbing/Descending/Turning (*Right/Left)		
4 Phase of flight			4	*Take-off Cruise En route descent Overshoot Initial climb Aerobatics Holding Circuit En route climb Gen Handling Final descent Landing		
Flight weather conditions at time of Airprox			1	*IMC/VMC		
			2	Distance ft *Above/Below *Cloud/Fog/Haze		
			3	Distance *km/NM horizontally from cloud		
			4	In *Rain/Snow/Sleet/Fog/Haze/Cloud/Between layers		
			5	Flying *into/out of sun		
			6	Flight visibility *km/NM		
			7	*Day/Night/Twilight		
DATE and TIME of Airprox		M	DATE:	TIME:	Which time zone / clock?*	
					GMT / UTC*	Br Summer Time*
Description of other aircraft if seen:						
1 Type, high/low wing, number of engines			1			
2 Radio callsign, registration		N	2			
3 Markings, colour, lighting			3			
4 Aircraft attitude – other available details			4			
1 First sighting distance / radar contact			1			
2 Minimum horizontal and vertical separation at time of Airprox			2			
3 Form of avoiding action taken; if none, state reason		O	3			
4 Assessment of risk			4			
5 Other relevant factors, ie workload, emergencies, vision from cockpit, etc			5			

6 Airborne Collision Avoidance System (eg TCAS)	O	6 *Fitted / not fitted. TA indicated? RA indicated? RA followed?
How did you report the Airprox, or hear about the Airprox report	P	*NO / YES by RADIO To / from whom? FREQ? *NO / YES by PHONE To / from whom?
Classification of flight	Q	1 PUBLIC TRANSPORT *(a) Scheduled Passenger *(b) Non-scheduled Passenger *(c) Scheduled Freight *(d) Non-scheduled Freight 2 *COMMERCIAL *EXECUTIVE *CLUB/GROUP *PRIVATE *TRAINING *GLIDING

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOUR AIRCRAFT is at the centre of each diagram.



CHANGE THE SCALE IF THIS ONE IS INAPPROPRIATE

DESCRIPTION OF AIRPROX

Include any details you think relevant or which will help the UK Airprox Board to understand what happened.

Continue over page if necessary

Date Signature of Pilot
of completion of form

Contact Tel. No.
and Address