

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		
() 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 lights	() Logo (trail 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

** See instructions on page 4.

* Delete as appropriate

Please turn over! →

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.)

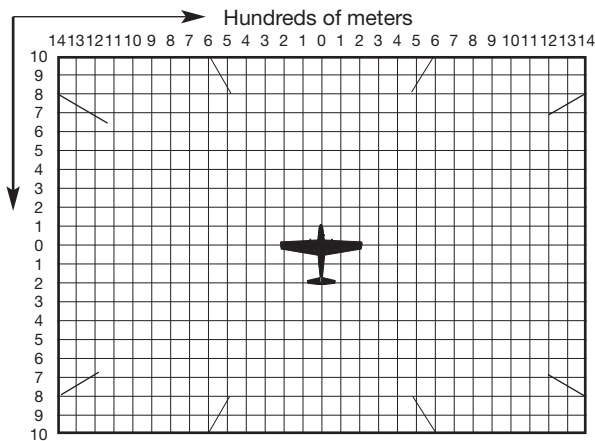
** See instructions on page 4.

* Delete as appropriate

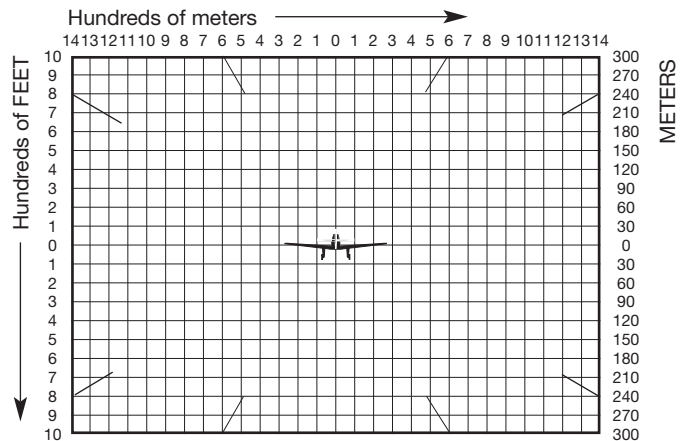


DIAGRAMS OF AIRPROX

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.



VIEW FROM ABOVE



VIEW FROM ASTERN

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.