

1. TYPE OF EVENT					
2. COMMANDER		3. LICENSE NUMBER		4. STUDENT <i>if applicable</i>	5. STUDENT LICENSE NUMBER <i>if applicable</i>
6. REPORT SHOULD BE SENT TO CAA			7. REPORT SHOULD BE SENT TO AIRFIELD		
8. DATE OF OCCURRENCE		9. TIME OF OCCURRENCE UTC		10. FLIGHT TYPE	
11. ROUTE <i>FROM/TO/DIVERTED</i>	12. SQUAWK	13. AIRCRAFT TYPE	14. REGISTRATION	15. CREW / PASSENGERS	
16. ALTITUDE <i>ft/FL</i>		17. SPEED <i>kt</i>		18. AIRCRAFT WEIGHT	19. ATL A4 NUMBER
20. FLIGHT PLAN		21. FLIGHT PHASE <i>if CRUISE - provide position in next section</i>		22. CRUISE-POSITION <i>coordinates</i>	
23. METEO		24. WIND <i>dir/kt</i>	25. VISIBILITY	26. CLOUD <i>base/coverage in octants</i>	
27. TEMPERATURE <i>centigrades</i>		28. QNH	29. SIGNIFICANT WX		
30. RUNWAY		31. RUNWAY STATE			
32. GEAR CONFIGURATION			33. FLAPS CONFIGURATION		
34. EVENT DESCRIPTION					
35. EVENT AND CAUSE					

36. ACTIONS TAKEN AND RESULTS (Corrections during event/post event/rescue/secured/Technical Staff actions)

37. NEAR MISS OCCURRENCE
TYPE OF INTRUDER: /Other ACFT (type)/ Glider/ Drone/ Balloon
DISTANCE: Lateral meters / Vertical: feet

38. GROUND COLLISION PLAN

39. WAKE TURBULENCE - HEADING	40. WAKE TURBULENCE - HEADING TURNING	41. WAKE TURBULENCE - POSITION ON EXTENDED CENTERLINE

42. WAKE TURBULENCE - POSITION ON GLIDESLOPE	43. CHANGE IN PITCH	44. CHANGE IN ROLL

45. CHANGE IN YAW	46. CHANGE IN ALTITUDE	47. WHAT MADE YOU SUSPECT WAKE TURBULENCE?

48. DESCRIBE ANY VERTICAL ACCELERATION	49. GIVE DETAILS OF PRECEDING AIRCRAFT (TYPE, CALLSIGN ETC.)	50. WHERE YOU AWARE OF OTHER AIRCRAFT BEFORE INCIDENT?

51. BIRD STRIKE or BIRD NEARMISS (underline appr.)	52. BIRD SIZE (underline appr.) Small Medium Big	53. KIND OF BIRDS (write if known):
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54. BIRDS SEEN (underline appr.) 1-5 5-10 More	55. BIRD STROKE (underline appr.) 1-5 5-10 More	56. PARTS OF ACFT STROKE Windshield/Eng. Cowl/Prop/Wings/Ldg gear/Tail/Fuselage
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57. PARTS OF ACFT DAMAGE (underline appr.) Windshield/Eng. Cowl/Prop/Wings/Ldg gear/Tail/Fuselage	58. PILOTS: Have been warned of birds? (underline appr.) YES / NO	59. ATC INFORMED AFTER EVENT (underline appr.) YES / NO
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Pilot signature: