

Every year there's an increase in Airprox as spring and summer arrives. On average, statistics show one mid-air collision occurs for every 60 Airprox incidents in UK airspace. Here are six themes from previous incidents that can help cut the risks if pilots apply them every time they fly.



### Eyes

*The ins and outs of **Lookout**;*



### Ears

*Why it's good to **Communicate**;*



### Advertise

*Be seen visually and use **Electronic Conspicuity**;*



### Insight

*Think and plan ahead for **Insight**;*



### Prioritise

*Time-share cockpit activity by **Prioritising Tasks**;*



### Foresight

*Fly with courtesy and consideration at all times through **Defensive Flying***

These six themes are expanded in detail in the 2017 Airprox magazine which is being sent to flying clubs and can be downloaded at [airproxboard.org.uk](http://airproxboard.org.uk). There's also a short animation on the website. Take a couple of minutes to remind yourself of the risks and causes of Airprox and help yourself to avoid becoming a statistic.

For more information visit  
[www.airproxboard.org.uk](http://www.airproxboard.org.uk)



LOOKOUT



COMMUNICATE



ELECTRONIC  
CONSPICUITY



INSIGHT



PRIORITISING  
TASKS



DEFENSIVE  
FLYING

Remember, its only...

**FIVE  
SECONDS  
TO IMPACT!**

**EYES OUT / LOOK OUT / LISTEN OUT**





## LOOKOUT

How long does it take from spotting an aircraft to hitting it – 30 seconds to a minute, perhaps? Research shows that in normal circumstances the average pilot needs anything from nine to 12.5 seconds from spotting another aircraft to processing the closure geometry and manoeuvring to avoid a potential collision in a controlled manner. A good visual scanning technique is essential.



## COMMUNICATE

You can only learn so much about other aircraft near you by keeping a good lookout – listening and talking gets you the bigger picture. There are a number of Air Traffic Services that can help improve situational awareness if pilots use them. The radio will never supersede a good lookout, but it certainly helps improve everyone's situational awareness.



## ELECTRONIC CONSPICUITY

Being seen isn't always as easy as it should be, even in perfect visibility – it's surprising the number of Airprox where one of the pilots said they never even saw the other aircraft. But there are things that can be done to make your aircraft visible both physically and electronically.



## INSIGHT

An Airprox can start even before a pilot gets in the aircraft, but it doesn't take long to cut the risk factors with a bit of planning and revision of the rules and procedures. Checking details of the flight, the route, Air Traffic Services and procedures at the destination before flying is essential.



## PRIORITISING TASKS

If look out should remain a pilot's top priority, dealing with distractions quickly and properly needs to be a close second. Becoming task-focused to the detriment of lookout is all too easy. 'Aviate, navigate, communicate' is the pilot's mantra, and lookout is a key part of 'Aviate', the number one priority.



## DEFENSIVE FLYING

Vigilance involves keeping a careful watch for possible danger or difficulties of which there are plenty that can lead to an Airprox – but it also means being considerate to others, flying defensively to avoid any issues and maximising safety margins – all of which are a vital part of airmanship.