

Assessment Summary Sheet for UKAB Meeting on 14th September 2022

| Total | A | B | C | D | E |
|-------|---|---|----|---|---|
| 17 | 3 | 3 | 11 | 0 | 0 |

| Airprox | Aircraft 1 (Type) | Aircraft 2 (Type) | Airspace (Class) | ICAO Risk |
|---------|---|----------------------|---------------------------|-----------|
| 2022055 | C152 (Civ FW) | PA28 (Civ FW) | Halton ATZ (G) | C |
| 2022057 | C130 (HQ Air Ops) | Unk AC (Unknown) | London FIR (G) | C |
| 2022058 | C182 (Civ FW) | Spitfire (Civ Comm) | London FIR (G) | C |
| 2022059 | C42 (Civ FW) | S76 (Civ Comm) | London FIR (G) | C |
| 2022060 | Jabiru J430 (Civ FW) | AW139 (Civ Helo) | London FIR (G) | C |
| 2022062 | SR22 (Civ FW) | ASG29 (Civ Gld) | London FIR (G) | B |
| 2022063 | DR40 (Civ FW) | PA28 (Civ FW) | Sherburn-in-Elmet ATZ (G) | A |
| 2022064 | PA28 (Civ FW) | Vans RV6A (Civ FW) | London FIR (G) | B |
| 2022065 | C152 (Civ FW) | Triplane (Civ FW) | Halton ATZ (G) | C |
| 2022069 | AS350 (Civ Comm) | F15 (Foreign Mil) | London FIR (G) | C |
| 2022070 | Apache (1) (HQ JHC) | Apache (2) (HQ JHC) | Wattisham MATZ (G) | C |
| | Director UKAB undertook to write a letter to the MAA to provide additional information supporting the Safety Recommendation from Airprox 2021202. | | | |
| 2022071 | KA-6E (Civ Gld) | C172 (Civ FW) | London FIR (G) | C |
| 2022072 | Skyranger Nynja (Civ FW) | PA28 (Civ FW) | London FIR (G) | A |
| 2022073 | C172 (Civ FW) | PA28 (Civ FW) | London FIR (G) | A |
| 2022074 | EV97 (Civ FW) | Gazelle (Civ Helo) | London FIR (G) | C |
| 2022075 | PA28 (Civ FW) | Kestrel 19 (Civ Gld) | London FIR (G) | C |
| 2022084 | Paraglider (Civ Hang) | Wildcat (HQ JHC) | London FIR (G) | B |
| | Recommendation: That JHC, HQAC, RNHQ and the CAA refresh publicity regarding the hazard associated with rotor downwash on low-mass air vehicles. | | | |

| 2022055 | | | | |
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| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Regulations, Processes, Procedures and Compliance | | | | |
| 1 | Human Factors | • Use of policy/Procedures | Events involving the use of the relevant policy or procedures by flight crew | Regulations and/or procedures not complied with |
| • Tactical Planning and Execution | | | | |
| 2 | Human Factors | • Airspace Infringement | An event involving an infringement / unauthorized penetration of a controlled or restricted airspace. | E.g. ATZ or Controlled Airspace |

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| 3 | Human Factors | • Communications by Flight Crew with ANS | An event related to the communications between the flight crew and the air navigation service. | Pilot did not request appropriate ATS service or communicate with appropriate provider |
| 4 | Human Factors | • Pre-flight briefing and flight preparation | An event involving incorrect, poor or insufficient pre-flight briefing | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 5 | Human Factors | • Monitoring of Communications | Events involving flight crew that did not appropriately monitor communications | |
| 6 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 7 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 8 | Human Factors | • Perception of Visual Information | Events involving flight crew incorrectly perceiving a situation visually and then taking the wrong course of action or path of movement | Pilot was concerned by the proximity of the other aircraft |

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| 2022057 | | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Ground Elements | | | | |
| • Manning and Equipment | | | | |
| 1 | Technical | • Radar Coverage | Radar Coverage | Non-functional or unavailable |
| • Situational Awareness and Action | | | | |
| 2 | Human Factors | • Conflict Detection - Not Detected | An event involving Air Navigation Services conflict not being detected. | |
| 3 | Contextual | • Traffic Management Information Action | An event involving traffic management information actions | The ground element had only generic, late, no or inaccurate Situational Awareness |
| Flight Elements | | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 4 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 5 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 6 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |

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| 2022058 | | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Ground Elements | | | | |
| • Situational Awareness and Action | | | | |
| 1 | Contextual | • Traffic Management Information Action | An event involving traffic management information actions | The ground element had only generic, late, no or inaccurate Situational Awareness |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |
| 2 | Human Factors | • Communications by Flight Crew with ANS | An event related to the communications between the flight crew and the air navigation service. | Pilot did not request appropriate ATS service or communicate with appropriate provider |
| 3 | Human Factors | • Insufficient Decision/Plan | Events involving flight crew not making a sufficiently detailed decision or plan to meet the needs of the situation | Inadequate plan adaption |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |

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| 4 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • See and Avoid | | | | |
| 5 | Human Factors | • Lack of Individual Risk Perception | Events involving flight crew not fully appreciating the risk of a particular course of action | Pilot flew close enough to cause concern |
| 6 | Human Factors | • Perception of Visual Information | | Pilot was concerned by the proximity of the other aircraft |

| 2022059 | | | | |
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| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Ground Elements | | | | |
| • Manning and Equipment | | | | |
| 1 | Human Factors | • ATM Leadership and Supervision | An event related to the leadership and supervision of ATM activities. | |
| • Situational Awareness and Action | | | | |
| 2 | Human Factors | • ANS Traffic Information Provision | Provision of ANS traffic information | TI not provided, inaccurate, inadequate, or late |
| 3 | Human Factors | • Conflict Detection - Detected Late | An event involving the late detection of a conflict between aircraft | |
| 4 | Human Factors | • Task Monitoring | Events involving an individual or a crew/ team not appropriately monitoring their performance of a task | Controller engaged in other tasks |
| • Electronic Warning System Operation and Compliance | | | | |
| 5 | Technical | • Conflict Alert System Failure | Conflict Alert System did not function as expected | The Conflict Alert system did not function or was not utilised in this situation |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |
| 6 | Human Factors | • Action Performed Incorrectly | Events involving flight crew performing the selected action incorrectly | Incorrect or ineffective execution |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 7 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 8 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| 9 | Contextual | • Other warning system operation | An event involving a genuine warning from an airborne system other than TCAS. | |
| • See and Avoid | | | | |
| 10 | Human Factors | • Identification/Recognition | Events involving flight crew not fully identifying or recognising the reality of a situation | Late sighting by one or both pilots |
| 11 | Human Factors | • Lack of Individual Risk Perception | Events involving flight crew not fully appreciating the risk of a particular course of action | Pilot flew close enough to cause concern |

| 2022060 | | | | |
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| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Ground Elements | | | | |
| • Electronic Warning System Operation and Compliance | | | | |
| 1 | Technical | • Conflict Alert System Failure | Conflict Alert System did not function as expected | The Conflict Alert system did not function or was not utilised in this situation |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |

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| 2 | Human Factors | • Late Decision/Plan | Events involving flight crew making a decision too late to meet the needs of the situation | |
| 3 | Human Factors | • Pre-flight briefing and flight preparation | An event involving incorrect, poor or insufficient pre-flight briefing | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 4 | Human Factors | • Lack of Action | Events involving flight crew not taking any action at all when they should have done so | Pilot flew close enough to cause concern despite Situational Awareness |
| 5 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 6 | Contextual | • ACAS/TCAS RA | An event involving a genuine airborne collision avoidance system/traffic alert and collision avoidance system resolution advisory warning triggered | |
| • See and Avoid | | | | |
| 7 | Human Factors | • Identification/Recognition | Events involving flight crew not fully identifying or recognising the reality of a situation | Late sighting by one or both pilots |
| 8 | Human Factors | • Incorrect Action Selection | Events involving flight crew performing or choosing the wrong course of action | Pilot flew close enough to cause concern |

| 2022062 | | | | |
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| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 2 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 3 | Human Factors | • Identification/Recognition | Events involving flight crew not fully identifying or recognising the reality of a situation | Late sighting by one or both pilots |
| 4 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| • Outcome Events | | | | |
| 5 | Contextual | • Near Airborne Collision with Aircraft | An event involving a near collision by an aircraft with an aircraft, balloon, dirigible or other piloted air vehicles | |

| 2022063 | | | | |
|---|---------------|--|--|---|
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Regulations, Processes, Procedures and Compliance | | | | |
| 1 | Human Factors | • Use of policy/Procedures | Events involving the use of the relevant policy or procedures by flight crew | Regulations and/or procedures not complied with |
| • Tactical Planning and Execution | | | | |
| 2 | Human Factors | • Action Performed Incorrectly | Events involving flight crew performing the selected action incorrectly | Incorrect or ineffective execution |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 3 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |

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| 4 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 5 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| • Outcome Events | | | | |
| 6 | Contextual | • Near Airborne Collision with Aircraft | An event involving a near collision by an aircraft with an aircraft, balloon, dirigible or other piloted air vehicles | |

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| 2022064 | | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 2 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 3 | Human Factors | • Identification/Recognition | Events involving flight crew not fully identifying or recognising the reality of a situation | Late sighting by one or both pilots |
| 4 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| • Outcome Events | | | | |
| 5 | Contextual | • Near Airborne Collision with Aircraft | An event involving a near collision by an aircraft with an aircraft, balloon, dirigible or other piloted air vehicles | |

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| 2022065 | | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Regulations, Processes, Procedures and Compliance | | | | |
| 1 | Human Factors | • Use of policy/Procedures | Events involving the use of the relevant policy or procedures by flight crew | Regulations and/or procedures not complied with |
| • Tactical Planning and Execution | | | | |
| 2 | Human Factors | • Airspace Infringement | An event involving an infringement / unauthorized penetration of a controlled or restricted airspace. | E.g. ATZ or Controlled Airspace |
| 3 | Human Factors | • Communications by Flight Crew with ANS | An event related to the communications between the flight crew and the air navigation service. | Pilot did not request appropriate ATS service or communicate with appropriate provider |
| 4 | Human Factors | • Monitoring of Environment | Events involving flight crew not to appropriately monitoring the environment | Did not avoid/conform with the pattern of traffic already formed |
| 5 | Human Factors | • Pre-flight briefing and flight preparation | An event involving incorrect, poor or insufficient pre-flight briefing | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 6 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 7 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |

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| | • See and Avoid | | | |
| 8 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| 9 | Contextual | • Visual Impairment | Events involving impairment due to an inability to see properly | One or both aircraft were obscured from the other |

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| | 2022069 | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| | Flight Elements | | | |
| | • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| | • See and Avoid | | | |
| 2 | Human Factors | • Identification/Recognition | Events involving flight crew not fully identifying or recognising the reality of a situation | Late sighting by one or both pilots |
| 3 | Human Factors | • Perception of Visual Information | Events involving flight crew incorrectly perceiving a situation visually and then taking the wrong course of action or path of movement | Pilot was concerned by the proximity of the other aircraft |

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| | 2022070 | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| | Flight Elements | | | |
| | • Regulations, Processes, Procedures and Compliance | | | |
| 1 | Human Factors | • Flight Crew ATC Clearance Deviation | An event involving a deviation from an air traffic control clearance. | |
| 2 | Human Factors | • Flight Crew ATM Procedure Deviation | An event involving flight crew deviation from applicable Air Traffic Management procedures. | |
| | • Tactical Planning and Execution | | | |
| 3 | Human Factors | • Action Performed Incorrectly | Events involving flight crew performing the selected action incorrectly | Incorrect or ineffective execution |
| | • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 4 | Human Factors | • Incomplete Action | Events involving flight crew performing a task but then not fully completing that task or action that they were intending to carry out | Pilot did not sufficiently integrate with the other aircraft despite Situational Awareness |
| 5 | Human Factors | • Interpretation of Automation or Flight Deck Information | Interpretation of Automation or Flight Deck Information by the flight crew. | Pilot engaged in other tasks |
| 6 | Human Factors | • Mentoring | Events involving the mentoring of an individual | |

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| | 2022071 | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| | Flight Elements | | | |
| | • Tactical Planning and Execution | | | |
| 1 | Human Factors | • Aircraft Navigation | An event involving navigation of the aircraft. | Flew through promulgated and active airspace, e.g. Glider Site |
| 2 | Human Factors | • Pre-flight briefing and flight preparation | An event involving incorrect, poor or insufficient pre-flight briefing | |
| | • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 3 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| | • See and Avoid | | | |
| 4 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |

| 2022072 | | | | |
|---|---------------|--|--|---|
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |
| 1 | Human Factors | • Pre-flight briefing and flight preparation | An event involving incorrect, poor or insufficient pre-flight briefing | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 2 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 3 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 4 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| • Outcome Events | | | | |
| 5 | Contextual | • Near Airborne Collision with Aircraft | An event involving a near collision by an aircraft with an aircraft, balloon, dirigible or other piloted air vehicles | |

| 2022073 | | | | |
|---|---------------|--|--|--|
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Ground Elements | | | | |
| • Situational Awareness and Action | | | | |
| 1 | Human Factors | • ANS Traffic Information Provision | Provision of ANS traffic information | TI not provided, inaccurate, inadequate, or late |
| 2 | Human Factors | • Conflict Detection - Detected Late | An event involving the late detection of a conflict between aircraft | |
| • Electronic Warning System Operation and Compliance | | | | |
| 3 | Technical | • Conflict Alert System Failure | Conflict Alert System did not function as expected | The Conflict Alert system did not function or was not utilised in this situation |
| Flight Elements | | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 4 | Human Factors | • Lack of Communication | Events involving flight crew that did not communicate enough - not enough communication | Pilot did not request additional information |
| 5 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| 6 | Human Factors | • Understanding/Comprehension | Events involving flight crew that did not understand or comprehend a situation or instruction | Pilot did not assimilate conflict information |
| • Electronic Warning System Operation and Compliance | | | | |
| 7 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 8 | Human Factors | • Monitoring of Other Aircraft | Events involving flight crew not fully monitoring another aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| 9 | Contextual | • Visual Impairment | Events involving impairment due to an inability to see properly | One or both aircraft were obscured from the other |
| • Outcome Events | | | | |
| 10 | Contextual | • Near Airborne Collision with Aircraft | An event involving a near collision by an aircraft with an aircraft, balloon, dirigible or other piloted air vehicles | |

| 2022074 | | | | |
|---|---------------|--|---|--|
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |
| 1 | Human Factors | • Communications by Flight Crew with ANS | An event related to the communications between the flight crew and the air navigation service. | Pilot did not request appropriate ATS service or communicate with appropriate provider |
| 2 | Human Factors | • Insufficient Decision/Plan | Events involving flight crew not making a sufficiently detailed decision or plan to meet the needs of the situation | Inadequate plan adaption |
| 3 | Human Factors | • Monitoring of Environment | Events involving flight crew not to appropriately monitoring the environment | Did not avoid/conform with the pattern of traffic already formed |
| 4 | Human Factors | • Pre-flight briefing and flight preparation | An event involving incorrect, poor or insufficient pre-flight briefing | |
| • Electronic Warning System Operation and Compliance | | | | |
| 5 | Contextual | • Other warning system operation | An event involving a genuine warning from an airborne system other than TCAS. | |
| • See and Avoid | | | | |
| 6 | Human Factors | • Lack of Individual Risk Perception | Events involving flight crew not fully appreciating the risk of a particular course of action | Pilot flew close enough to cause concern |

| 2022075 | | | | |
|---|---------------|--|--|--|
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Ground Elements | | | | |
| • Situational Awareness and Action | | | | |
| 1 | Contextual | • ANS Flight Information Provision | Provision of ANS flight information | The ATCO/FISO was not required to monitor the flight under a Basic Service |
| Flight Elements | | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 2 | Contextual | • Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 3 | Technical | • ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| 4 | Human Factors | • Response to Warning System | An event involving the incorrect response of flight crew following the operation of an aircraft warning system | CWS misinterpreted, not optimally actioned or CWS alert expected but none reported |
| • See and Avoid | | | | |
| 5 | Human Factors | • Identification/Recognition | Events involving flight crew not fully identifying or recognising the reality of a situation | Late sighting by one or both pilots |

| 2022084 | | | | |
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| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Ground Elements | | | | |
| • Regulations, Processes, Procedures and Compliance | | | | |
| 1 | Human Factors | • ATM Regulatory Deviation | An event involving a deviation from an Air Traffic Management Regulation. | Regulations and/or procedures not fully complied with |
| • Situational Awareness and Action | | | | |
| 2 | Contextual | • ANS Flight Information Provision | Provision of ANS flight information | The ATCO/FISO was not required to monitor the flight under a Basic Service |
| 3 | Human Factors | • ANS Traffic Information Provision | Provision of ANS traffic information | TI not provided, inaccurate, inadequate, or late |
| 4 | Human Factors | • Task Monitoring | Workload | Controller engaged in other tasks |
| Flight Elements | | | | |

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|---|------------|--|--|---|
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 5 | Contextual | <ul style="list-style-type: none"> Situational Awareness and Sensory Events | Events involving a flight crew's awareness and perception of situations | Pilot had no, late, inaccurate or only generic, Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | | |
| 6 | Technical | <ul style="list-style-type: none"> ACAS/TCAS System Failure | An event involving the system which provides information to determine aircraft position and is primarily independent of ground installations | Incompatible CWS equipment |
| • See and Avoid | | | | |
| 7 | Contextual | <ul style="list-style-type: none"> Loss of Separation | An event involving a loss of separation between aircraft | Pilot flew into conflict |
| • Outcome Events | | | | |
| 8 | Contextual | <ul style="list-style-type: none"> Near Airborne Collision with Aircraft | An event involving a near collision by an aircraft with an aircraft, balloon, dirigible or other piloted air vehicles | |