

Ground Elements		
Regulations, Processes, Procedures and Compliance		
1a	Any other event	
1b	ATM Information Provision	Inadequate regulations or procedures
1c	ATM Regulatory Deviation	Regulations and/or procedures not complied with
Manning and Equipment		
2a	Any other event	
2b	ATM Staffing and Scheduling	Sub-Optimal establishment or scheduling of staff
2c	Aerodrome and ATM Equipment	Non-functional or unavailable equipment
2d	Leadership and Supervision	
2e	Mentoring	
Situational Awareness and Action		
3a	Any other event	
3b	ANS Flight Information Provision	Not required to monitor the aircraft under the agreed service
3c	Situational Awareness and Sensory Events	The controller had generic, late or no Situational Awareness
3d	Conflict Detection - Not Detected	
3e	Conflict Detection - Detected Late	
3f	Conflict Resolution – Not provided	
3g	Conflict Resolution- Inadequate	
3h	Conflict Resolution - Provided Late	
3i	Inappropriate Clearance	The ANS clearance contributed to the Airprox
3j	ANS Flight Information Provision	Controller not able to provide requested ATS
3k	ANS Traffic Information Provision	TI not provided, inaccurate, inadequate, or late
3l	Callsign Confusion	
3m	Separation Provision	The ANS instructions contributed to the Airprox
3n	Distraction - Job Related	Controller engaged in other tasks
3o	ATM Personnel Hear back	
3p	ATM Personnel Read back	
3q	Monitoring of Equipment/Instruments	Equipment misinterpreted
3r	Personnel Perception Events	Concerned by the proximity of the aircraft
3s	ATM Coordination	
Electronic Warning System Operation and Compliance		
4a	Any other event	
4b	Conflict Alert System Failure	
4c	ATM personnel operation/interpretation of equipment	Controller did not adequately act on the EWS indications
4d	STCA Warning	

Flight Elements		
Regulations, Processes, Procedures and Compliance		
5a	Any other event	
5b	Flight Operations Documentation and Publications	Inadequate regulations or procedures
5c	Flight Operations Documentation and Publications	Regulations and/or procedures not complied with
5d	Flight Crew ATM Procedure Deviation	
5e	Flight Crew ATC Clearance Deviation	
Tactical Planning and Execution		
6a	Any other event	
6b	Flight Planning Information Sources	Inadequate planning material
6c	Pre-flight briefing and flight preparation	
6d	Flight Planning and Preparation	
6e	No Decision/Plan	
6f	Insufficient Decision/Plan	Inadequate plan adaption
6g	Action Performed Incorrectly	Incorrect or ineffective execution
6h	Late Decision/Plan	
6i	Transponder Selection and Usage	Selected off or incorrect selection
6j	Operation with Incorrect Altimeter Setting	
6k	Flight Level/Altitude Deviation (Level Bust)	
6l	Airspace Infringement	
6m	Aircraft Navigation	Flew through promulgated and active airspace
6n	Monitoring of Other Aircraft	Did not avoid/conform with the pattern of traffic already formed
6o	Accuracy of Communication	Ineffective communication of intentions
6p	Communications by Flight Crew with ANS	Appropriate ATS not requested by pilot
6q	Communications by Flight Crew with ANS	Pilot did not communicate with appropriate ATS provider

Situational Awareness of the Conflicting Aircraft and Action		
7a	Any other event	
7b	Situational Awareness and Sensory Events	Pilot had no, late or generic, Situational Awareness
7c	Understanding/Comprehension	Pilot did not assimilate conflict information
7d	Lack of Communication	Pilot did not request additional information
7e	Lack of Action	Pilot flew into conflict despite Situational Awareness
7f	Lack of Action	Pilot flew close enough to cause concern despite Situational Awareness
7g	Flight crew response to communications	Incorrect action following communications
7h	Flight crew callsign confusion	
7i	Flight Crew hear back	
7j	Mentoring	
7k	Distraction - Job Related	Pilot engaged in other tasks
7l	Situational Awareness and Sensory Events	Pilot was concerned by the proximity of the other aircraft
7m	Interpretation of Automation or Flight Deck Information	Pilot was concerned by the proximity of the other aircraft
7n	Monitoring of Other Aircraft	Pilot did not sufficiently integrate with the other aircraft
Electronic Warning System Operation and Compliance		
8a	Any other event	
8b	ACAS/TCAS RA	
8c	ACAS/TCAS TA	
8d	ACAS/TCAS System Failure	Incompatible CWS equipment
8e	ACAS/TCAS System Failure	CWS did not alert as expected
8f	ACAS/TCAS Nuisance Alarm	CWS alerted spuriously or inaptly
8g	Other warning system operation	Warning from a system other than TCAS or TAS
8h	Interpretation of Automation or Flight Deck Information	CWS misinterpreted or not optimally actioned
8i	Interpretation of Automation or Flight Deck Information	CWS sighting report
8j	Interpretation of Automation or Flight Deck Information	CWS alert expected but none reported
See and Avoid		
9a	Any other event	
9b	Poor Visibility Encounter	One or both aircraft were obscured from the other
9c	Distraction - Job Related	Pilot looking elsewhere
9d	Loss of Separation	A conflict in the FIR
9e	Near Airborne Collision with Aircraft, Balloon, Dirigible or Other Piloted Air Vehicle	Piloted air vehicle
9f	Near Airborne Collision with Other Airborne Object	Unpiloted air vehicle
9g	Near Airborne Collision with RPAS	Remotely piloted air vehicle
9h	Monitoring of Other Aircraft	Non-sighting or effectively a non-sighting by one or both pilots
9i	Monitoring of Other Aircraft	Late-sighting by one or both pilots
9j	Monitoring of Other Aircraft	Sighting report
9k	Perception of Visual Information	Pilot perceived there was no conflict
9l	Perception of Visual Information	Pilot was concerned by the proximity of the other aircraft
9m	Lack of Individual Risk Perception	Pilot flew close enough to cause concern
9n	Lack of Action	Pilot flew close enough to cause concern
9o	Lack of Action	Pilot flew into conflict