

## Assessment Summary Sheet for UKAB Meeting on Wednesday 19<sup>th</sup> July 2023

| Total | A | B | C | D | E |
|-------|---|---|---|---|---|
| 14    | 0 | 5 | 5 | 0 | 4 |

| Airprox | Aircraft 1 (Type)    | Aircraft 2 (Type)       | Airspace (Class)           | ICAO Risk |
|---------|----------------------|-------------------------|----------------------------|-----------|
| 2022237 | Wildcat (RN)         | Tutor(A) (RN)           | Yeovilton MATZ (G)         | C         |
| 2023005 | Phenom (HQ Air Trg)  | Tutor (HQ Air Trg)      | Cranwell CMATZ (G)         | C         |
| 2023012 | C140 (Civ FW)        | PA28 (Civ FW)           | London FIR (G)             | C         |
| 2023013 | C42 (Civ FW)         | CTSW (Civ FW)           | Shobdon ATZ (G)            | C         |
| 2023016 | A32 Vixxen (Civ FW)  | Christen Eagle (Civ FW) | London FIR (G)             | B         |
| 2023017 | Duo Discus (Civ Gld) | BE58 (Civ FW)           | London FIR (G)             | B         |
| 2023021 | T67 (Civ FW)         | PA28 (Civ FW)           | London FIR (G)             | C         |
| 2023024 | Hawk (Foreign Mil)   | LS8 (Civ Gld)           | Leeming CMATZ (G)          | B         |
| 2023025 | DR400 (Civ FW)       | PA28 (Civ FW)           | Sleap ATZ / London FIR (G) | B         |
| 2023026 | DA42 (Civ Comm)      | PA28 (Civ FW)           | London FIR (G)             | B         |
| 2023028 | Tutor (HQ Air Trg)   | C172 (Civ FW)           | London FIR (G)             | E         |
| 2023030 | AS365 (HQ JHC)       | Jabiru (Civ FW)         | London FIR (G)             | E         |
| 2023031 | H175 (Civ Comm)      | S92 (Civ Comm)          | Scottish FIR (G)           | E         |
| 2023034 | Prefect (HQ Air Trg) | Yak 18T (Civ FW)        | London FIR (G)             | E         |

| 2022237   | Factor         | Description                                | ECCAIRS Amplification  | UKAB Amplification  |
|---|----------------|--|--|---|
| <b>Ground Elements</b>  |                |  |  |   |
| <b>• Regulations, Processes, Procedures and Compliance</b>            |                |  |  |   |
| 1   | Organisational | • Aeronautical Information Services        | An event involving the provision of Aeronautical Information                                 | The Ground entity's regulations or procedures were inadequate         |
| <b>• Situational Awareness and Action</b>                             |                |  |  |   |
| 2   | Human Factors  | • ANS Traffic Information Provision        | Provision of ANS traffic information   | TI not provided, inaccurate, inadequate, or late                      |
| <b>Flight Elements</b>  |                |  |  |   |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |                |  |  |   |
| 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 |
| <b>• See and Avoid</b>  |                |  |  |   |
| 4   | 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                                   |

| 2023005                                   | Factor        | Description                         | ECCAIRS Amplification                | UKAB Amplification                               |
|---|---------------|-------------------------------------|--------------------------------------|--|
| <b>Ground Elements</b>                    |               |                                     |                                      |  |
| <b>• Situational Awareness and Action</b> |               |                                     |                                      |  |
| 1   | Human Factors | • ANS Traffic Information Provision | Provision of ANS traffic information | TI not provided, inaccurate, inadequate, or late |

| • Electronic Warning System Operation and Compliance           |               |  |   |  |
|--|---------------|--|---|--|
| 2  | 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                              |               |  |   |  |
| 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 |               |  |   |  |
| 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            |
| 5  | Human Factors | • Unnecessary Action                       | <del>Events involving flight crew performing an action that was not required</del>  | Pilot was concerned by the proximity of the other aircraft                       |
| • 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 | • 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   |

| 2023012  |               |  |  |   |
|--|---------------|--|--|---|
| 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 | • 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      |
| 4  | 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            |

| 2023013   |               |                                     |  |   |
|---|---------------|-------------------------------------|--|---|
| 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   | Human Factors | • ANS Traffic Information Provision | Provision of ANS traffic information   | TI not provided, inaccurate, inadequate, or late      |
| 3   | Human Factors | • ATM Personnel Hear back           | An event involving the hearback (listening) of ATM personnel to communications |   |

|   |               |  |  |   |
|---|---------------|--|--|---|
| 4   | Contextual    | • Traffic Management Information Action      | An event involving traffic management information actions  | The ground element had only generic, late, no or inaccurate Situational Awareness |
| <b>Flight Elements</b>  |               |  |  |   |
| <b>• Regulations, Processes, Procedures and Compliance</b>            |               |  |  |   |
| 5   | 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                                   |
| <b>• Tactical Planning and Execution</b>                              |               |  |  |   |
| 6   | Human Factors | • Action Performed Incorrectly               | Events involving flight crew performing the selected action incorrectly  | Incorrect or ineffective execution  |
| 7   | 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                  |
| 8   | Human Factors | • Pre-flight briefing and flight preparation | An event involving incorrect, poor or insufficient pre-flight briefing   |   |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |  |   |
| 9   | 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             |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |  |   |
| 10  | 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  |
| <b>• See and Avoid</b>  |               |  |  |   |
| 11  | 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                  |
| 12  | 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                        |

| 2023016   |               |  |  |   |
|---|---------------|--|--|---|
| CF  | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification  |
| <b>Flight Elements</b>  |               |  |  |   |
| <b>• Regulations, Processes, Procedures and Compliance</b>            |               |  |  |   |
| 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                       |
| <b>• Tactical Planning and Execution</b>                              |               |  |  |   |
| 2   | Human Factors | • Accuracy of Communication                | Events involving flight crew using inaccurate communication - wrong or incomplete information provided | Ineffective communication of intentions                               |
| 3   | Human Factors | • Action Performed Incorrectly             | Events involving flight crew performing the selected action incorrectly                                | Incorrect or ineffective execution                                    |
| 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      |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |  |   |
| 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 |
| <b>• See and Avoid</b>  |               |  |  |   |
| 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      |
| <b>• Outcome Events</b>   |               |  |  |   |
| 7   | 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 |  |
|--|--|--|--|--|

| 2023017   |               |  |  |  |
|---|---------------|--|--|--|
| CF  | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification   |
| <b>Flight Elements</b>  |               |  |  |  |
| <b>• Tactical Planning and Execution</b>                              |               |  |  |  |
| 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 | • Transponder Selection and Usage          | An event involving the selection and usage of transponders   |  |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |  |  |
| 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                  |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |  |  |
| 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   |
| <b>• See and Avoid</b>  |               |  |  |  |
| 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                       |
| <b>• Outcome Events</b>   |               |  |  |  |
| 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                        |  |

| 2023021   |               |   |  |   |
|---|---------------|---|--|---|
| CF  | Factor        | Description   | ECCAIRS Amplification  | UKAB Amplification  |
| <b>Ground Elements</b>  |               |   |  |   |
| <b>• Situational Awareness and Action</b>                             |               |   |  |   |
| 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        |
| 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 |
| <b>Flight Elements</b>  |               |   |  |   |
| <b>• Tactical Planning and Execution</b>                              |               |   |  |   |
| 4   | Human Factors | • Action Performed Incorrectly                            | Events involving flight crew performing the selected action incorrectly        | Incorrect or ineffective execution  |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |   |  |   |
| 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 | • Monitoring of Communications                            | Events involving flight crew that did not appropriately monitor communications |   |
| 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             |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |   |  |   |
| 8   | Contextual    | • Other warning system operation                          | An event involving a genuine warning from an airborne system other than TCAS.  |   |
| <b>• See and Avoid</b>  |               |   |  |   |

|    |               |                                |  |  |
|----|---------------|--------------------------------|--|--|
| 9  | 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                              |
| 10 | 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 |

| 2023024   |               |  |  |  |
|---|---------------|--|--|--|
| CF  | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification   |
| <b>Ground Elements</b>  |               |  |  |  |
| <b>• Situational Awareness and Action</b>                             |               |  |  |  |
| 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   |  |
| 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      |
| <b>Flight Elements</b>  |               |  |  |  |
| <b>• Tactical Planning and Execution</b>                              |               |  |  |  |
| 4   | Human Factors | • Aircraft Navigation                      | An event involving navigation of the aircraft.   | Flew through promulgated and active airspace, e.g. Glider Site                         |
| 5   | 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 |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |  |  |
| 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                  |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |  |  |
| 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   |
| <b>• See and Avoid</b>  |               |  |  |  |
| 8   | 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  |
| 9   | Contextual    | • Visual Impairment                        | Events involving impairment due to an inability to see properly  | One or both aircraft were obscured from the other                                      |
| <b>• Outcome Events</b>   |               |  |  |  |
| 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                        |  |

| 2023025   |               |                                |  |  |
|---|---------------|--------------------------------|--|--|
| CF  | Factor        | Description                    | ECCAIRS Amplification  | UKAB Amplification   |
| <b>Flight Elements</b>  |               |                                |  |  |
| <b>• Regulations, Processes, Procedures and Compliance</b>            |               |                                |  |  |
| 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                  |
| <b>• Tactical Planning and Execution</b>                              |               |                                |  |  |
| 2   | Human Factors | • Action Performed Incorrectly | Events involving flight crew performing the selected action incorrectly      | Incorrect or ineffective execution                               |
| 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 |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |                                |  |  |

|   |               |  |   |  |
|---|---------------|--|---|--|
| 4   | Human Factors | • Monitoring of Communications             | Events involving flight crew that did not appropriately monitor communications  |  |
| 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              |
| <b>• Electronic Warning System Operation and Compliance</b> |               |  |   |  |
| 6   | 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 |
| <b>• See and Avoid</b>                                      |               |  |   |  |
| 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 | • 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                   |
| <b>• Outcome Events</b>                                     |               |  |   |  |
| 9   | 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 |  |

|   |               |  |   |   |
|---|---------------|--|---|---|
| <b>2023026</b>  |               |  |   |   |
| CF  | <b>Factor</b> | <b>Description</b>                         | <b>ECCAIRS Amplification</b>  | <b>UKAB Amplification</b>   |
| <b>Flight Elements</b>  |               |  |   |   |
| <b>• Tactical Planning and Execution</b>                              |               |  |   |   |
| 1   | Human Factors | • Late Decision/Plan                       | Events involving flight crew making a decision too late to meet the needs of the situation                            |   |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |   |   |
| 2   | Human Factors | • Mentoring                                | Events involving the mentoring of an individual   |   |
| 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 |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |   |   |
| 4   | Contextual    | • Other warning system operation           | An event involving a genuine warning from an airborne system other than TCAS.   |   |
| <b>• See and Avoid</b>  |               |  |   |   |
| 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 | • 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      |
| <b>• Outcome Events</b>   |               |  |   |   |
| 7   | 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 |   |

|   |               |  |   |  |
|---|---------------|--|---|--|
| <b>2023028</b>  |               |  |   |  |
| CF  | <b>Factor</b> | <b>Description</b>                       | <b>ECCAIRS Amplification</b>  | <b>UKAB Amplification</b>  |
| <b>Flight Elements</b>  |               |  |   |  |
| <b>• Tactical Planning and Execution</b>                              |               |  |   |  |
| 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   |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |   |  |

|   |               |  |  |  |
|---|---------------|--|--|--|
| 3   | 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             |
| 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              |
| 5   | Human Factors | • Unnecessary Action                       | Events involving flight crew performing an action that was not required  | Pilot was concerned by the proximity of the other aircraft                         |
| <b>• Electronic Warning System Operation and Compliance</b> |               |  |  |  |
| 6   | Contextual    | • Other warning system operation           | An event involving a genuine warning from an airborne system other than TCAS.                                  |  |
| 7   | 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 |

| 2023030   |               |  |   |  |
|---|---------------|--|---|--|
| CF  | Factor        | Description                                | ECCAIRS Amplification   | UKAB Amplification   |
| <b>Ground Elements</b>  |               |  |   |  |
| <b>• Situational Awareness and Action</b>                             |               |  |   |  |
| 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 |
| <b>Flight Elements</b>  |               |  |   |  |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |   |  |
| 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      |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |   |  |
| 3   | Contextual    | • Other warning system operation           | An event involving a genuine warning from an airborne system other than TCAS.   |  |
| <b>• See and Avoid</b>  |               |  |   |  |
| 4   | 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                 |

| 2023031   |               |                                    |  |  |
|---|---------------|------------------------------------|--|--|
| CF  | Factor        | Description                        | ECCAIRS Amplification  | UKAB Amplification   |
| <b>Ground Elements</b>                                      |               |                                    |  |  |
| <b>• Situational Awareness and Action</b>                   |               |                                    |  |  |
| 1   | Contextual    | • Frequency Congestion             | An event involving frequency congestion that reduces the effectiveness of communications   |  |
| <b>• Electronic Warning System Operation and Compliance</b> |               |                                    |  |  |
| 2   | Technical     | • STCA Warning                     | An event involving the triggering of a Short Term Conflict Alert (STCA) Warning  |  |
| <b>Flight Elements</b>                                      |               |                                    |  |  |
| <b>• Electronic Warning System Operation and Compliance</b> |               |                                    |  |  |
| 3   | Contextual    | • ACAS/TCAS TA                     | An event involving a genuine airborne collision avoidance system/traffic alert and collision avoidance system traffic advisory warning triggered |  |
| <b>• See and Avoid</b>                                      |               |                                    |  |  |
| 4   | 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 |

| 2023034   |               |                                  |   |  |
|---|---------------|----------------------------------|---|--|
| CF  | Factor        | Description                      | ECCAIRS Amplification   | UKAB Amplification   |
| <b>Ground Elements</b>  |               |                                  |   |  |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |                                  |   |  |
| 1   | Technical     | • STCA Warning                   | An event involving the triggering of a Short Term Conflict Alert (STCA) Warning               |  |
| <b>Flight Elements</b>  |               |                                  |   |  |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |                                  |   |  |
| 2   | Human Factors | • Understanding/Comprehension    | Events involving flight crew that did not understand or comprehend a situation or instruction | Pilot did not assimilate conflict information              |
| 3   | Human Factors | • Unnecessary Action             | Events involving flight crew performing an action that was not required                       | Pilot was concerned by the proximity of the other aircraft |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |                                  |   |  |
| 4   | Contextual    | • Other warning system operation | An event involving a genuine warning from an airborne system other than TCAS.                 |  |