

## Assessment Summary Sheet for UKAB Meeting on 7<sup>th</sup> December 2022

| Total | A | B | C | D | E |
|-------|---|---|---|---|---|
| 14    | 0 | 5 | 7 | 1 | 1 |

| Airprox | Aircraft 1 (Type)  | Aircraft 2 (Type)        | Airspace (Class)   | ICAO Risk |
|---------|--|--------------------------|--------------------|-----------|
| 2022116 | Hurricane (HQ Air Ops)   | PA28 (Civ FW)            | London FIR (G)     | B         |
| 2022118 | DHC6 (CAT)   | Skyranger (Civ FW)       | St Mary's ATZ (G)  | C         |
| 2022119 | SR22 (Civ FW)  | PA28 (Civ FW)            | London FIR (G)     | B         |
| 2022120 | C182 (Civ FW)  | AA5 (Civ FW)             | London FIR (G)     | B         |
| 2022121 | PA25 (Civ FW)  | R44 (Civ Helo)           | London FIR (G)     | C         |
| 2022125 | PA28 (Civ FW)  | C172 (Civ FW)            | London FIR (G)     | B         |
| 2022126 | ASK13 (Civ Gld)  | PA28 (Civ FW)            | London FIR (G)     | C         |
| 2022127 | EV97 (Civ FW)  | S76 (Civ Helo)           | London FIR (G)     | E         |
| 2022128 | T50 (Foreign Mil)  | C208 (Civ FW)            | Boscombe RA(T) (G) | D         |
| 2022130 | Astir (Civ Gld)  | Bell 206 (Civ Helo)      | London FIR (G)     | C         |
| 2022131 | AW169 (HEMS)   | Spitfire (Civ Comm)      | London FIR (G)     | C         |
| 2022133 | E190 (CAT)   | Unknown (Civ Hang)       | London TMA (A)     | C         |
|         | <b>Recommendation:</b> In the near-term, the CAA engages in a robust communication campaign to inform paramotor pilots of where and when they can operate. In the medium-to-long-term, the CAA considers how best to integrate paramotor activity into UK Airspace as part of the Airspace Modernisation Strategy.                       |                          |                    |           |
| 2022134 | Discus (Civ Gld)   | DA42 (Civ FW)            | London FIR (G)     | B         |
|         | <b>Recommendation:</b> The CAA, in consultation with the MAA through an appropriate forum (such as the JANSC), considers a means by which existing facilities are utilised to provide a LARS in areas that are currently not included in existing UK LARS provision, prior to the implementation of the Airspace Modernisation Strategy. |                          |                    |           |
| 2022140 | PA28 (Civ FW)  | Light aircraft (Unknown) | London FIR (G)     | C         |

| 2022116  |               |                                      |  |  |
|--|---------------|--------------------------------------|--|--|
| CF   | Factor        | Description                          | ECCAIRS Amplification  | UKAB Amplification   |
| <b>Ground Elements</b>                               |               |                                      |  |  |
| • 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       |
| 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 |
| <b>Flight Elements</b>                               |               |                                      |  |  |
| • Regulations, Processes, Procedures and Compliance  |               |                                      |  |  |

|   |               |  |   |  |
|---|---------------|--|---|--|
| 4   | 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>                              |               |  |   |  |
| 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   | 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>  |               |  |   |  |
| 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   | 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>   |               |  |   |  |
| 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 |  |

| 2022118   |               |  |  |   |
|---|---------------|--|--|---|
| CF  | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification  |
| <b>Ground Elements</b>  |               |  |  |   |
| <b>• Situational Awareness and Action</b>                             |               |  |  |   |
| 1   | Human Factors | • Expectation/Assumption                   | Events involving an individual or a crew/ team acting on the basis of expectation or assumptions of a situation that is different from the reality |   |
| 2   | 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   |
| 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 |
| 4   | Human Factors | • Traffic Management Information Provision | An event involving traffic management information provision  | The ANS instructions contributed to the Airprox                                   |
| <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  |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |  |   |
| 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   | 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               | 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 |               |                              |  |  |
| 10              | Human Factors | • Incorrect Action Selection | Events involving flight crew performing or choosing the wrong course of action                                 | Pilot flew close enough to cause concern   |

| 2022119  |               |   |   |  |
|--|---------------|---|---|--|
| 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   |
| 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  | 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  | Human Factors | • Lack of Communication                 | Events involving flight crew that did not communicate enough - not enough communication                               | Pilot did not request additional information                                       |
| • Electronic Warning System Operation and Compliance           |               |   |   |  |
| 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 |
| • 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                   |
| • Outcome Events   |               |   |   |  |
| 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 |  |

| 2022120  |               |                              |   |   |
|--|---------------|------------------------------|---|---|
| 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 | • 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 | • Late Decision/Plan         | Events involving flight crew making a decision too late to meet the needs of the situation                          |   |
| • 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              |
| <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 |
| <b>• See and Avoid</b>                                      |               |  |   |  |
| 8   | Contextual    | • Loss of Separation                       | An event involving a loss of separation between aircraft  | Pilot flew into conflict   |
| 9   | 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>                                     |               |  |   |  |
| 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 |  |

| 2022121   |               |  |  |  |
|---|---------------|--|--|--|
| 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>• Tactical Planning and Execution</b>                              |               |  |  |  |
| 2   | Human Factors | • Aircraft Navigation                      | An event involving navigation of the aircraft.   | Flew through promulgated and active airspace, e.g. Glider Site             |
| 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   |
| 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>• Electronic Warning System Operation and Compliance</b>           |               |  |  |  |
| 6   | 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>  |               |  |  |  |
| 7   | Human Factors | • Incorrect Action Selection               | Events involving flight crew performing or choosing the wrong course of action   | Pilot flew close enough to cause concern                                   |
| 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                 |

| 2022125   |               |  |   |   |
|---|---------------|--|---|---|
| CF  | Factor        | Description                                | ECCAIRS Amplification   | UKAB Amplification  |
| <b>Flight Elements</b>  |               |  |   |   |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |   |   |
| 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 |
| 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                         |
| <b>• See and Avoid</b>  |               |  |   |   |
| 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                                   |
| <b>• Outcome Events</b>   |               |  |   |   |
| 4   | 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 |   |

| 2022126   |               |  |   |  |
|---|---------------|--|---|--|
| CF  | Factor        | Description                                | ECCAIRS Amplification   | UKAB Amplification   |
| <b>Flight Elements</b>  |               |  |   |  |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |   |  |
| 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              |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |   |  |
| 2   | 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>  |               |  |   |  |
| 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                         |

| 2022127   |               |  |   |  |
|---|---------------|--|---|--|
| CF  | Factor        | Description                                | ECCAIRS Amplification   | UKAB Amplification   |
| <b>Ground Elements</b>  |               |  |   |  |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |   |  |
| 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 |
| <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>• See and Avoid</b>  |               |  |   |  |
| 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 | • 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                       |

| 2022128   |               |  |   |  |
|---|---------------|--|---|--|
| CF  | Factor        | Description                                  | ECCAIRS Amplification   | UKAB Amplification   |
| <b>Ground Elements</b>  |               |  |   |  |
| <b>• Regulations, Processes, Procedures and Compliance</b>            |               |  |   |  |
| 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                                  |
| <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                                       |
| 3   | Human Factors | • Conflict Resolution-Inadequate             | An event involving the inadequate provision of conflict resolution                                    |  |
| 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 | • Airspace Infringement                      | An event involving an infringement / unauthorized penetration of a controlled or restricted airspace. | E.g. ATZ or Controlled Airspace  |
| 7   | 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 |
| 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                  |
| 10  | Human Factors | • Understanding/Comprehension                | Events involving flight crew that did not understand or comprehend a situation or instruction         | Pilot did not assimilate conflict information  |

| 2022130   |               |  |  |   |
|---|---------------|--|--|---|
| CF  | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification  |
| <b>Flight Elements</b>  |               |  |  |   |
| <b>• Situational Awareness of the Conflicting Aircraft and Action</b> |               |  |  |   |
| 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 |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |  |   |
| 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  |
| <b>• See and Avoid</b>  |               |  |  |   |
| 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      |

| 2022131  |               |                            |  |   |
|--|---------------|----------------------------|--|---|
| 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   |
| <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              |
| 4   | Human Factors | • Understanding/Comprehension              | Events involving flight crew that did not understand or comprehend a situation or instruction  |  |
| <b>• Electronic Warning System Operation and Compliance</b>           |               |  |  |  |
| 5   | 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>  |               |  |  |  |
| 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   |
| 7   | Human Factors | • Perception of Visual Information         | <del>Events involving flight crew incorrectly perceiving a situation visually and then taking the wrong course of action or path of movement</del> | Pilot was concerned by the proximity of the other aircraft                         |

| 2022133   |               |  |  |  |
|---|---------------|--|--|--|
| CF  | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification   |
| <b>Ground Elements</b>  |               |  |  |  |
| <b>• Situational Awareness and Action</b>                             |               |  |  |  |
| 1   | Human Factors | • Conflict Detection - Not Detected        | An event involving Air Navigation Services conflict not being detected.  |  |
| 2   | 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>• Electronic Warning System Operation and Compliance</b>           |               |  |  |  |
| 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       |
| <b>Flight Elements</b>  |               |  |  |  |
| <b>• Regulations, Processes, Procedures and Compliance</b>            |               |  |  |  |
| 4   | 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>                              |               |  |  |  |
| 5   | Human Factors | • Airspace Infringement                    | An event involving an infringement / unauthorized penetration of a controlled or restricted airspace.  | E.g. ATZ or Controlled Airspace  |
| 6   | 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> |               |  |  |  |
| 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   | 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>  |               |  |  |  |
| 9   | Human Factors | • Perception of Visual Information         | <del>Events involving flight crew incorrectly perceiving a situation visually and then taking the wrong course of action or path of movement</del> | Pilot was concerned by the proximity of the other aircraft                             |

| 2022134  |               |  |  |  |
|--|---------------|--|--|--|
| CF   | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification   |
| <b>Ground Elements</b>   |               |  |  |  |
| • 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         |
| <b>Flight Elements</b>   |               |  |  |  |
| • 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  |
| 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                   |
| • Outcome Events   |               |  |  |  |
| 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                        |  |

| 2022140  |               |  |  |   |
|--|---------------|--|--|---|
| CF   | Factor        | Description                                | ECCAIRS Amplification  | UKAB Amplification  |
| <b>Flight Elements</b>   |               |  |  |   |
| • 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 | • Monitoring of Environment                | Events involving flight crew not to appropriately monitoring the environment   | Did not avoid/conform with the pattern of traffic already formed      |
| • 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 | • Perception of Visual Information         | <del>Events involving flight crew incorrectly perceiving a situation visually and then taking the wrong course of action or path of movement</del> | Pilot was concerned by the proximity of the other aircraft            |