

Assessment Summary Sheet for UKAB Meeting on Wednesday 10th December 2025

| Total | A | B | C | D | E |
|-------|---|---|---|---|---|
| 15 | 2 | 3 | 6 | 0 | 4 |

| Airprox | Aircraft 1 (Type) | Aircraft 2 (Type) | Airspace (Class) | ICAO Risk |
|---------|--|-----------------------|--------------------|-----------|
| 2025147 | KC135 (Foreign Mil) | JS1 (Civ Gld) | London FIR (G) | C |
| 2025149 | Paramotor (Civ Hang) | C177 (Civ FW) | London FIR (G) | A |
| 2025153 | Eurofox (Civ FW) | EC145 (Civ Comm) | London FIR (G) | C |
| | Recommendation: In the CAA review of CAP413, consideration be given to the wording at paragraph 4.165 to permit a response to transmissions on unattended aerodrome frequencies. | | | |
| 2025154 | Perkoz (Civ Gld) | Nimbus (Civ Gld) | London FIR (G) | C |
| 2025155 | PA32 (Civ Comm) | PA28 (Civ FW) | London FIR (G) | E |
| 2025156 | Rallye (Civ FW) | Baron (Civ Comm) | Boscombe CMATZ (G) | C |
| 2025157 | Eurofox (Civ FW) | PA34 (Civ FW) | Shobdon ATZ (G) | E |
| 2025158 | U2 (Foreign Mil) | ASG29 (Civ Gld) | London FIR (G) | E |
| 2025160 | Mavic 2 Pro (Civ UAS) | Phenom (HQ Air (Trg)) | Scottish FIR (G) | E |
| 2025162 | RV7 (Civ FW) | DA42 (Civ FW) | London FIR (G) | B |
| 2025163 | ASW20 (Civ Gld) | C172 (Civ FW) | London FIR (G) | A |
| 2025164 | EC145 (HEMS) | TB20 (Civ FW) | London FIR (G) | C |
| 2025166 | A319 (CAT) | A321 (CAT) | London TMA (A) | C |
| 2025168 | C152 (Civ FW) | RV6 (Civ FW) | London FIR (G) | B |
| 2025169 | LAK-17 (Civ Gld) | Nimbus (Civ Gld) | London FIR (G) | B |

| | 2025147 | | | |
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| 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 |
| | • 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 Nuisance Alarm | An event involving a nuisance alarm from the aircraft's airborne collision avoidance system or traffic alert and collision avoidance system. | CWS alerted spuriously or not as expected |
| 5 | Contextual | • ACAS/TCAS RA | An event involving a genuine airborne collision avoidance system/traffic alert and collision avoidance system resolution advisory warning triggered | |
| 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 |
| • See and Avoid | | | | |
| 7 | 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 |
| 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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| | 2025149 | | | |
| 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 | | | | |
| • Tactical Planning and Execution | | | | |
| 2 | Human Factors | • Accuracy of Communication | Events involving flight crew using inaccurate communication - wrong or incomplete information provided | Ineffective communication of intentions |
| • 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 |
| • 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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| | 2025153 | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |
| 1 | Human Factors | • Accuracy of Communication | Events involving flight crew using inaccurate communication - wrong or incomplete information provided | Ineffective communication of intentions |
| 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 | • 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 | 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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| 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 | • 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 | 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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| 2025154 | | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |
| 1 | Human Factors | • Accuracy of Communication | Events involving flight crew using inaccurate communication - wrong or incomplete information provided | Ineffective communication of intentions |
| 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 | • 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 | 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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| 2025155 | | | | |
| 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 | • 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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| 2025156 | | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| Flight Elements | | | | |
| • Tactical Planning and Execution | | | | |

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|--|---------------|--|--|---|
| 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 |
| • Electronic Warning System Operation and Compliance | | | | |
| 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 |
| 6 | 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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| 2025157 | | | | |
| 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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| 2025158 | | | | |
| 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 | • Transponder Selection and Usage | An event involving the selection and usage of transponders | |
| • 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 |

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| • See and Avoid | | | | |
| 6 | 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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| 2025160 | | | | |
| 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 |

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| 2025162 | | | | |
| 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 | |
| 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 |
| • Electronic Warning System Operation and Compliance | | | | |
| 4 | 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 | | | | |
| 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 |
| • 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 |
| • See and Avoid | | | | |
| 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 |
| • Outcome Events | | | | |

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| 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 | |
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| | 2025163 | | | |
| 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 |
| | • Outcome Events | | | |
| 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 | |

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| | 2025164 | | | |
| CF | Factor | Description | ECCAIRS Amplification | UKAB Amplification |
| | Flight Elements | | | |
| | • Tactical Planning and Execution | | | |
| 1 | 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 |
| | • Electronic Warning System Operation and Compliance | | | |
| 2 | Contextual | • ACAS/TCAS TA | An event involving a genuine airborne collision avoidance system/traffic alert and collision avoidance system traffic advisory warning triggered | |
| | • See and Avoid | | | |
| 3 | 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 |
| 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 |

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| | 2025166 | | | |
| 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 | • Conflict Detection - Detected Late | An event involving the late detection of a conflict between aircraft | |
| 3 | Human Factors | • Conflict Resolution - Provided Late | An event involving the late provision of conflict resolution | |
| 4 | 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 | Concerned by the proximity of the aircraft |

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| 5 | Human Factors | • Separation Provision | An event involving Air Navigation Services separation provision. | |
| 6 | Human Factors | • Task Monitoring | Events involving an individual or a crew/ team not appropriately monitoring their performance of a task | |
| 7 | Human Factors | • Traffic Management Information Provision | An event involving traffic management information provision | The ANS instructions contributed to the Airprox |
| • Electronic Warning System Operation and Compliance | | | | |
| 8 | Technical | • STCA Warning | An event involving the triggering of a Short Term Conflict Alert (STCA) Warning | |
| Flight Elements | | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | | |
| 9 | 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 |
| • Electronic Warning System Operation and Compliance | | | | |
| 10 | Contextual | • ACAS/TCAS TA | An event involving a genuine airborne collision avoidance system/traffic alert and collision avoidance system traffic advisory warning triggered | |

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| | 2025168 | | | |
| 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 | | | | |
| • 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 |
| • 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 | | | | |
| 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 |
| • 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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| | 2025169 | | | |
| 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 | Contextual | • Other warning system operation | An event involving a genuine warning from an airborne system other than TCAS. | |

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| | • 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 |
| 5 | Contextual | • Visual Impairment | Events involving impairment due to an inability to see properly | One or both aircraft were obscured from the other |
| | • 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 | |