

Assessment Summary Sheet for UKAB Meeting on Wednesday 11th September 2019

| Total | A | B | C | D | E |
|-------|---|---|----|---|---|
| 20 | 1 | 6 | 13 | 0 | 0 |

| Airprox | Aircraft 1 (Type) | Aircraft 2 (Type) | Airspace (Class) | ICAO Risk |
|---------|--|-------------------------------|---------------------|-----------|
| 2019081 | Dimona H36 (Civ Gld) | C172 (Civ FW) | London FIR (G) | B |
| 2019100 | HPH Shark (Civ Gld) | Glider (Civ Gld) | London FIR (G) | A |
| 2019101 | ASK21 (Civ Gld) | PA28 (Civ FW) | Scottish FIR (G) | C |
| | Recommendation: SkyDemon review the selection and depiction of sites used for aerial sporting and recreational activities. | | | |
| 2019102 | Auster (Civ FW) | C172 (Civ FW) | Scottish FIR (G) | B |
| 2019104 | PA34 (Civ FW) | PA28 (Civ FW) | London FIR (G) | C |
| 2019105 | Standard Cirrus (Civ Gld) | PA28 (Civ FW) | London FIR (G) | C |
| 2019106 | DA40 (Civ FW) | PA28 (Civ FW) | Shoreham ATZ (G) | C |
| 2019107 | AS355 (Civ Helo) | Folland Gnat (Civ FW) | London FIR (G) | C |
| 2019108 | DH82 Queen Bee (Civ FW) | AS355 (Civ Comm) | London FIR (G) | C |
| 2019109 | Chipmunk (Civ FW) | Sling 2 (Civ FW) | London FIR (G) | B |
| 2019110 | Puchaz glider (Civ Gld) | P51 Mustang/Sea Fury (Civ FW) | London FIR (G) | C |
| | Recommendation: SkyDemon review the selection and depiction of sites used for aerial sporting and recreational activities. | | | |
| 2019111 | FA20 (Civ Comm) | Glider (Civ Gld) | London FIR (G) | C |
| 2019112 | Saab 340 (CAT) | A321 (CAT) | London TMA (A) | C |
| 2019116 | Beech 58 (Civ FW) | Ventus glider (Civ Gld) | London FIR (G) | B |
| 2019117 | Eurofox 912 (Civ FW) | AS365 (Civ Helo) | Scottish FIR (G) | C |
| 2019118 | PA28 (Civ FW) | PA31 (Civ FW) | Biggin Hill ATZ (G) | C |
| 2019119 | G450 (Civ Comm) | SR22 (Civ FW) | Liverpool CTR (D) | C |
| 2019121 | PA34 (Civ FW) | PA28 (Civ FW) | Bournemouth CTR (D) | B |
| 2019122 | Duo Discus (Civ Gld) | TB20 (Civ FW) | London FIR (G) | B |
| 2019125 | ASK21 (Civ Gld) | DC3 (Civ FW) | London FIR (G) | C |

| 2019081 | | | |
|--|---------------|--|---|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Not required to monitor the aircraft under the agreed service |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • Communications by Flight Crew with ANS | Appropriate ATS not requested by pilot |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 3 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • See and Avoid | | | |
| 4 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019100 | | | |
|--|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Only generic, late or no Situational Awareness |
| 2 | Human Factors | • Conflict Detection - Not Detected | |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 3 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 4 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 5 | | • Any other event | No FLARM alert; Unk glider EC equipage unknown |
| • See and Avoid | | | |
| 6 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |

| 2019101 | | | |
|---|----------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Not required to monitor the aircraft under the agreed service |
| 2 | Contextual | • Situational Awareness and Sensory Events | Only generic, late or no Situational Awareness |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 3 | Organisational | • Flight Planning Information Sources | Inadequate planning material |
| 4 | Human Factors | • Insufficient Decision/Plan | Inadequate plan adaption |
| 5 | Human Factors | • Aircraft Navigation | Flew through promulgated and active airspace |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 6 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| 7 | Human Factors | • Distraction - Job Related | Pilot was engaged in other tasks |
| • Electronic Warning System Operation and Compliance | | | |
| 8 | Technical | • ACAS/TCAS System Failure | Incompatible CWS equipment |
| • See and Avoid | | | |
| 9 | Human Factors | • Distraction - Job Related | Pilot looking elsewhere |
| 10 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |

| 2019102 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Not required to monitor the aircraft under the agreed service |
| 2 | Contextual | • Situational Awareness and Sensory Events | Only generic, late or no Situational Awareness |
| 3 | Human Factors | • Traffic Management Information Provision | Not provided, inaccurate, inadequate, or late |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 4 | Human Factors | • No Decision/Plan | Inadequate planning |
| 5 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 6 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| 7 | Human Factors | • Understanding/Comprehension | Pilot did not assimilate conflict information |
| • Electronic Warning System Operation and Compliance | | | |
| 8 | Technical | • ACAS/TCAS System Failure | Incompatible CWS equipment |
| • See and Avoid | | | |
| 9 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019104 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Only generic, late or no Situational Awareness |
| 2 | Human Factors | • Conflict Detection - Not Detected | |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 3 | Human Factors | • No Decision/Plan | Inadequate planning |
| 4 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Electronic Warning System Operation and Compliance | | | |
| 5 | Contextual | • ACAS/TCAS TA | TCAS TA / CWS indication |
| • See and Avoid | | | |
| 6 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |

| 2019105 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Not required to monitor the aircraft under the agreed service |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 3 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • See and Avoid | | | |
| 4 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019106 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Regulations, Processes, Procedures and Compliance | | | |
| 1 | Human Factors | • ATM Regulatory Deviation | Regulations and/or procedures not complied with |
| • Situational Awareness and Action | | | |
| 2 | Human Factors | • Inappropriate Clearance | Controller instructions contributed to the conflict |
| 3 | Human Factors | • Traffic Management Information Provision | Not provided, inaccurate, inadequate, or late |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 4 | Human Factors | • Insufficient Decision/Plan | Inadequate plan adaption |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 5 | Human Factors | • Understanding/Comprehension | Pilot did not assimilate conflict information |
| 6 | Human Factors | • Lack of Action | Pilot flew close enough to cause concern despite Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 7 | Contextual | • ACAS/TCAS TA | TCAS TA / CWS indication |
| • See and Avoid | | | |
| 8 | Human Factors | • Perception of Visual Information | Pilot was concerned by the proximity of the other aircraft |

| 2019107 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Flight Elements | | | |
| • Regulations, Processes, Procedures and Compliance | | | |
| 1 | Human Factors | • Flight Crew ATM Procedure Deviation | Regulations/procedures not complied with |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • No Decision/Plan | Inadequate planning |
| 3 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 4 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| 5 | Human Factors | • Distraction - Job Related | Pilot was engaged in other tasks |
| • Electronic Warning System Operation and Compliance | | | |
| 6 | Contextual | • ACAS/TCAS TA | TCAS TA / CWS indication |
| • See and Avoid | | | |
| 7 | Human Factors | • Distraction - Job Related | Pilot looking elsewhere |
| 8 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |

| 2019108 | | | |
|--|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Not required to monitor the aircraft under the agreed service |
| Flight Elements | | | |
| • Regulations, Processes, Procedures and Compliance | | | |
| 2 | Human Factors | • Flight Crew ATM Procedure Deviation | Regulations/procedures not complied with |
| • Tactical Planning and Execution | | | |
| 3 | Human Factors | • No Decision/Plan | Inadequate planning |
| 4 | Human Factors | • Aircraft Navigation | Did not avoid/conform with the pattern of traffic already formed |
| 5 | Human Factors | • Communications by Flight Crew with ANS | Appropriate ATS not requested by pilot |
| 6 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 7 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • See and Avoid | | | |
| 8 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| 9 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019109 | | | |
|--|---------------|--|--|
| CF | Factor | Description | Amplification |
| Flight Elements | | | |
| • Regulations, Processes, Procedures and Compliance | | | |
| 1 | Human Factors | • Flight Crew ATM Procedure Deviation | Regulations/procedures not complied with |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • No Decision/Plan | Inadequate planning |
| 3 | Human Factors | • Aircraft Navigation | Did not avoid/conform with the pattern of traffic already formed |
| 4 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 5 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| 6 | Human Factors | • Lack of Action | Pilot flew close enough to cause concern despite Situational Awareness |
| • See and Avoid | | | |
| 7 | Human Factors | • Distraction - Job Related | Pilot looking elsewhere |
| 8 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| 9 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019110 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Flight Elements | | | |
| • Regulations, Processes, Procedures and Compliance | | | |
| 1 | Human Factors | • Flight Crew ATM Procedure Deviation | Regulations/procedures not complied with |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • No Decision/Plan | Inadequate planning |
| 3 | Human Factors | • Insufficient Decision/Plan | Inadequate plan adaption |
| 4 | Human Factors | • Aircraft Navigation | Flew through promulgated and active airspace |
| 5 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 6 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 7 | Technical | • ACAS/TCAS System Failure | Incompatible CWS equipment |
| • See and Avoid | | | |
| 8 | Human Factors | • Lack of Action | Pilot flew into conflict |

| 2019111 | | | |
|---|---------------|--|---|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Only generic, late or no Situational Awareness |
| 2 | Human Factors | • Conflict Detection - Not Detected | |
| Flight Elements | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 3 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 4 | Technical | • ACAS/TCAS System Failure | Incompatible CWS equipment |
| • See and Avoid | | | |
| 5 | Contextual | • Near Airborne Collision with Aircraft, Balloon, Dirigible or Other Piloted Air Vehicle | A conflict in the FIR |

| 2019112-Barriers | | | |
|--|---------------|--|---|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Regulations, Processes, Procedures and Compliance | | | |
| 1 | Human Factors | • ATM Regulatory Deviation | Regulations and/or procedures not complied with |
| • Situational Awareness and Action | | | |
| 2 | Human Factors | • Distraction - Job Related | |
| 3 | Human Factors | • ATM Personnel Hear back | Incorrect readback not detected/corrected |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 4 | Human Factors | • Action Performed Incorrectly | Incorrect or ineffective execution |
| 5 | Human Factors | • Flight Level/Altitude Deviation (Level Bust) | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 6 | Human Factors | • Flight Crew Callsign Confusion | |
| • Electronic Warning System Operation and Compliance | | | |
| 7 | Contextual | • ACAS/TCAS RA | TCAS RA event |

| 2019116 | | | |
|--|---------------|--|---|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Manning and Equipment | | | |
| 1 | | • Any other event | Radar clutter from windfarm |
| • Situational Awareness and Action | | | |
| 2 | Contextual | • Situational Awareness and Sensory Events | Only generic, late or no Situational Awareness |
| 3 | Human Factors | • Conflict Detection - Detected Late | |
| Flight Elements | | | |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 4 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 5 | Technical | • ACAS/TCAS System Failure | Incompatible CWS equipment |
| • See and Avoid | | | |
| 6 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019117 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 1 | Human Factors | • No Decision/Plan | Inadequate planning |
| 2 | Human Factors | • Communications by Flight Crew with ANS | Pilot did not communicate with appropriate controlling authority |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 3 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 4 | Technical | • ACAS/TCAS System Failure | Incompatible CWS equipment |
| • See and Avoid | | | |
| 5 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |
| 6 | Human Factors | • Lack of Individual Risk Perception | Pilot flew close enough to cause the other pilot concern |

| 2019118 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Human Factors | • Traffic Management Information Provision | Not provided, inaccurate, inadequate, or late |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • Insufficient Decision/Plan | Inadequate plan adaption |
| 3 | Human Factors | • Communications by Flight Crew with ANS | Appropriate ATS not requested by pilot |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 4 | Human Factors | • Understanding/Comprehension | Pilot did not assimilate conflict information |
| 5 | Human Factors | • Lack of Communication | Pilot did not request additional information |
| 6 | Human Factors | • Lack of Action | Pilot flew close enough to cause concern despite Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 7 | Contextual | • ACAS/TCAS TA | TCAS TA / CWS indication |
| • See and Avoid | | | |
| 8 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |
| 9 | Human Factors | • Perception of Visual Information | Pilot perceived there was no conflict |

| 2019119 | | | |
|---|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Human Factors | • Inappropriate Clearance | Controller instructions contributed to the conflict |
| 2 | Human Factors | • Traffic Management Information Provision | Not provided, inaccurate, inadequate, or late |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 3 | Human Factors | • Insufficient Decision/Plan | Inadequate plan adaption |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 4 | Human Factors | • Lack of Action | Pilot flew close enough to cause concern despite Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 5 | Contextual | • ACAS/TCAS RA | TCAS RA event |

| 2019121 | | | |
|---|----------------|---------------------------------------|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Manning and Equipment | | | |
| 1 | Organisational | • ATM Staffing and Scheduling | Sub-Optimal establishment or scheduling of staff |
| 2 | Human Factors | • Mentoring | Sub-Optimal |
| • Situational Awareness and Action | | | |
| 3 | Human Factors | • Conflict Detection - Detected Late | |
| 4 | Human Factors | • Distraction - Job Related | |
| Flight Elements | | | |
| • Regulations, Processes, Procedures and Compliance | | | |
| 5 | Human Factors | • Flight Crew ATM Procedure Deviation | Regulations/procedures not complied with |
| • Tactical Planning and Execution | | | |
| 6 | Human Factors | • Insufficient Decision/Plan | Inadequate plan adaption |
| 7 | Human Factors | • Action Performed Incorrectly | Did not follow instructions |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 8 | Human Factors | • Lack of Communication | Pilot did not request additional information |
| 9 | Human Factors | • Lack of Action | Pilot flew into conflict despite Situational Awareness |
| 10 | Human Factors | • Monitoring of Other Aircraft | Pilot did not sufficiently integrate with the other aircraft |
| • Electronic Warning System Operation and Compliance | | | |
| 11 | Technical | • ACAS/TCAS System Failure | CWS did not alert as expected |
| • See and Avoid | | | |
| 12 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| 13 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019122 | | | |
|--|---------------|--|--|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Not required to monitor the aircraft under the agreed service |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • Communications by Flight Crew with ANS | Appropriate ATS not requested by pilot |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 3 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • Electronic Warning System Operation and Compliance | | | |
| 4 | Technical | • ACAS/TCAS System Failure | Incompatible CWS equipment |
| • See and Avoid | | | |
| 5 | Human Factors | • Monitoring of Other Aircraft | Non-sighting or effectively a non-sighting by one or both pilots |
| 6 | Human Factors | • Monitoring of Other Aircraft | Late-sighting by one or both pilots |

| 2019125 | | | |
|--|---------------|--|---|
| CF | Factor | Description | Amplification |
| Ground Elements | | | |
| • Situational Awareness and Action | | | |
| 1 | Contextual | • Situational Awareness and Sensory Events | Not required to monitor the aircraft under the agreed service |
| Flight Elements | | | |
| • Tactical Planning and Execution | | | |
| 2 | Human Factors | • No Decision/Plan | Inadequate planning |
| 3 | Human Factors | • Aircraft Navigation | Flew through promulgated and active airspace/sporting site |
| • Situational Awareness of the Conflicting Aircraft and Action | | | |
| 4 | Contextual | • Situational Awareness and Sensory Events | Pilot had no, only generic, or late Situational Awareness |
| • See and Avoid | | | |
| 5 | Contextual | • Near Airborne Collision with Aircraft, Balloon, Dirigible or Other Piloted Air Vehicle | A conflict in the FIR |