

He had no means of establishing the unknown aircraft's level from the radar display and, consequently, he did not know how close the aircraft were apart vertically.

In the end, the Board agreed that the cause of the Airprox was that the Newcastle Radar Controller had been concerned by the proximity of a primary contact to the B777. In turning its attention to the risk, the Board noted that the avoiding action turn issued by the controller had prevented any risk of a collision and the two aircraft passed 1.4nm apart. Additionally, the Board noted that further investigation had estimated that there had been 1418ft vertical separation between the B777 and the glider. Consequently, because effective and timely action had been taken to prevent the aircraft colliding, the Airprox was assessed as risk Category C.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The Newcastle Radar Controller was concerned by the proximity of a primary contact to the B777.

Degree of Risk: C.

ERC Score⁸: 102.

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⁸ Although the Event Risk Classification (ERC) trial had been formally terminated for future development at the time of the Board, for data continuity and consistency purposes, Director UKAB and the UKAB Secretariat provided a shadow assessment of ERC.