

		Provision				Application			Not Used	Guidance
		Full	Partial	None	Not Present	Full	Partial	None		
Ground Elements	Regulations, Processes, Procedures and Compliance	Regulations, Processes and Procedures were available and appropriate	Regulations, or Processes, or Procedures were available but were lacking in some respects	Regulations, or Processes, or Procedures were either not available or not appropriate	No U/S equipment is 'Not Provision'	Regulations, Processes and Procedures were fully complied with	Regulations, or Processes, or Procedures were only partially complied with	Regulations, or Processes, or Procedures were not complied with	TI was not used by the pilots; Basic Service where TI was not required by the pilots; Farnborough or Swanwick Mil	Can include both organisational and unit regulations, processes or procedures
	Manning & Equipment	Manning and Equipment was appropriate and fully available	Manning was lacking in some respects	Manning was inappropriate or unavailable		Shift manning was optimal and relevant equipment was appropriately employed	Shift manning utilisation was sub-optimal	Shift manning was inadequate or overtasked		Application should reflect how the available manning or equipment was used (e.g. if a sector is boxed unnecessarily then the assessment could be 'Partial' or 'None' subject to the outcome and controller workload)
			Equipment was only partially serviceable (e.g. SSR only)	Equipment was inappropriate, non-functional or unavailable		Supervision was lacking in some respects	Supervision was inadequate			
	Situational Awareness of the Confliction & Action	Specific SA was available on both aircraft (e.g. both aircraft on frequency or on radar with SSR)	Only generic or late SA was available on one or both aircraft (e.g. no height or imprecise location)	SA relevant to the scenario was not available (e.g. conflicting aircraft unknown to the controller)		The conflict was recognised and dealt with in a timely and effective manner	The conflict was recognised but only partially resolved or resolved late	The conflict was not identified, or the actions did not resolve the incident		If the aircraft was receiving a <i>Basic Service</i> : Application = 'Not Used' (i.e. ATC not required to have SA or act) unless TI passed. If AGCS, did the AG Op influence the Airprox: <i>No</i> = Not Used; <i>Yes</i> = as per the input of the A/G Op
Electronic Warning System Operation and Compliance	Appropriate warning systems were available and functional	Warning systems were available but were configured sub-optimally	Warning systems were available but were either unauthorised for use or did not function as expected	Warning system alert was fully acted upon	Warning system alert was acted upon later than desirable	Warning system alert was not acted upon	Warning systems include Short Term Conflict Alert (STCA), Minimum Safe Altitude Warning (MSAW), Medium Term Conflict Detection (MTCD), Controlled Airspace Infringement Tool (CAIT).			
Regulations, Processes, Procedures and Compliance	Regulations, Processes and Procedures were available and appropriate	Regulations, or Processes, or Procedures were available but were lacking in some respects	Regulations, or Processes, or Procedures were either not available or not appropriate				Regulations, Processes and Procedures were fully complied with	Regulations, or Processes, or Procedures were only partially complied with	Regulations, or Processes, or Procedures were not complied with	Can include both organisational and flight regulations, processes or procedures
Flight Elements	Tactical Planning and Execution	Specific information, ATS or instructions were available	Only limited information, ATS or instructions were available (e.g. site not marked on map)	Information, Instructions or ATS were either unavailable or inappropriate	The initial plan and its execution were fully effective	The plan execution, instruction-following, or requested ATS were partially effective	The plan execution, instruction-following or requested ATS were ineffective	Tactical planning can include pre-flight planning, en-route planning and/or dynamic planning. Execution of the plan and compliance with instructions should also be assessed.		
	Situational Awareness of the Conflicting Aircraft & Action	Specific SA/TI from either external or onboard systems was available	Only generic or late SA/TI was available (e.g. gliders in the area, glider site active)	No SA/TI relevant to the scenario was available	The available SA/TI was fully acted upon	The available SA/TI was only partially acted upon	The available SA/TI was not acted upon	Refers to information gained on the other aircraft from R/T, TI or sensors (EC/CW Systems, Radar etc). It does not include SA from See and Avoid (assessed in a separate barrier).		
	Electronic Warning System Operation and Compliance	Both aircraft were equipped with electronic warning systems that were compatible, selected and serviceable	One aircraft was equipped with an electronic warning system that was compatible, selected, serviceable and able to detect the other aircraft	At least one aircraft was equipped with an electronic warning system that was selected and serviceable but incompatible or unable to detect the other aircraft (e.g. other aircraft not transponding)	Warning System alert was fully acted upon	Warning System alert was acted upon closer than desirable, or only partially acted upon	Warning System alert was not acted upon	Applies to system operation in the pure collision warning/avoidance function, not an assessment of the situational awareness that might be gained from information presented. Electronic warning systems include TCAS, TAS, PFLARM, FLARM, PilotAware etc.		
	See & Avoid	At least one pilot sees the other aircraft early enough to take effective action.	Both or one pilot sees the other aircraft too late to take timely and effective action (i.e. the late-sighting scenario)	Neither pilot sees the other in time to materially increase separation (i.e. the non-sighting scenario)	At least one pilot takes timely and effective action/inaction	At least one pilot takes emergency or late avoiding action	Neither pilot takes any effective action to increase separation	If the aircraft are not expected to see each other then = Not Used (e.g. both or one in cloud, or too far apart, or procedurally separated such that pilots would not be expected to apply see-and-avoid)		