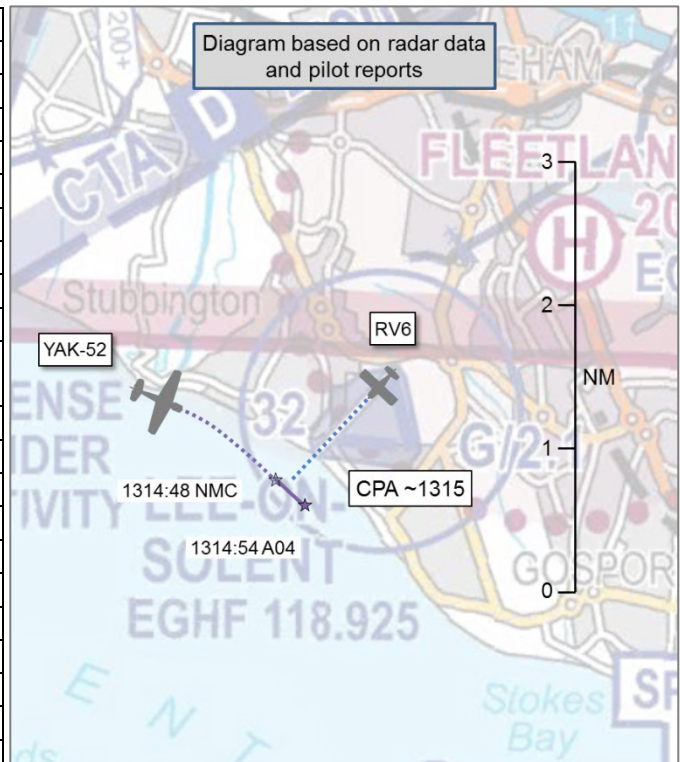


AIRPROX REPORT No 2016043

Date: 22 Mar 2016 Time: 1315Z Position: 5048N 00113W Location: Lee-on-Solent airfield

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	RV6	YAK-52
Operator	Civ Pte	Civ Pte
Airspace	London FIR	London FIR
Class	G	G
Rules	VFR	VFR
Service	AGCS	None
Provider	Lee-on-Solent	N/A
Transponder	A, C, S	A, C, S
Reported		
Colours	White, bronze	2-tone grey camouflage
Lighting	NK	None
Conditions	VMC	VMC
Visibility	NK	>10km
Altitude/FL	NK	500ft
Altimeter	NK	QNH (1018hPa)
Heading	NK	130°
Speed	NK	120kt
ACAS/TAS	Unknown	Not fitted
Alert	Unknown	N/A
Separation		
Reported	NK	50ft V/0.25nm H
Recorded	Not recorded	



THE LEE-ON-SOLENT AIR/GROUND OPERATOR reports that at approximately 1314 the RV6 departed from RW23. Whilst in the climb and over the RW05 threshold, the pilot called on the frequency that there was a Yak-52 flying at about 900ft, west to east, less than 1nm south of the RW05 threshold. The Yak-52 pilot was not on the Lee Radio frequency and reportedly took no avoiding action. The RV6 pilot continued because he felt that the separation between the aircraft was sufficient to climb above the Yak-52 and initiate a crosswind turn to the west. Due to the avoiding action by the RV6 pilot and the YAK-52 pilot departing to the east, no further risk of collision was present. The A/G operator telephoned Solent Radar to find out whether the YAK-52 pilot was being worked by them. Solent Radar had no contact with a Yak and had not seen the aircraft on radar. He then telephoned Goodwood Information, who said that there was a Yak booked in via PPR. The details were passed by Goodwood, and their Ops informed the pilot who later telephoned operations at Lee-on-Solent. The pilot was then informed of the local circuit/transit procedures to prevent another occurrence.

THE VAN'S RV6 PILOT declined to complete a report. He commented that he had passed relevant details at the time to the Lee-on-Solent Air/Ground operator.

THE YAK-52 PILOT reports that he was flying along the coast from Calshot towards Goodwood, following the coastline approximately 0.5nm off the coast at an altitude of 500ft. From previous experience he expected, incorrectly as it turned out, that the Lee-on-Solent frequency would be unmanned so he decided to remain on the Solent Radar frequency. Approaching Lee-on-Solent airfield, he visually scanned for gliding activity and traffic in the circuit and on approach to RW05. There was no gliding, and the only traffic that was sighted was taxiing on the apron. As he approached the extended centre-line of RW23 he scanned again for RW05 approach traffic, none was sighted. He then scanned for RW23 departure traffic. He noticed an aircraft shadow tracking down RW23 towards him. At this point he believed his port wing may have been blanking the

climbing traffic. He became visual with the RV6 as it was crossing the coast. It was in his 9 o'clock position, nose on, approximately 0.5nm from him and looked to be climbing. From this point, although the RV6 got closer, he was visual with the aircraft, its relative bearing was changing as it moved towards his 6 o'clock and, in his opinion, there was now no danger of a collision or need for avoiding action. Because he was in open airspace and he was on the right of the RV6, he believed that it was the RV6 pilot's responsibility to give way and fly behind him. Therefore he continued on track rather than manoeuvre and potentially create any more uncertainty.

He assessed the risk of collision as 'Low'.

Factual Background

The weather at Southampton was recorded as follows:

METAR EGGH 221250Z VRB02KT 9999 FEW038 10/01 Q1018=

Lee-on-Solent provides an Air/Ground service in winter 0900-1630 and in summer 0800-1530¹. Lee-on-Solent do not record their A/G R/T frequency.

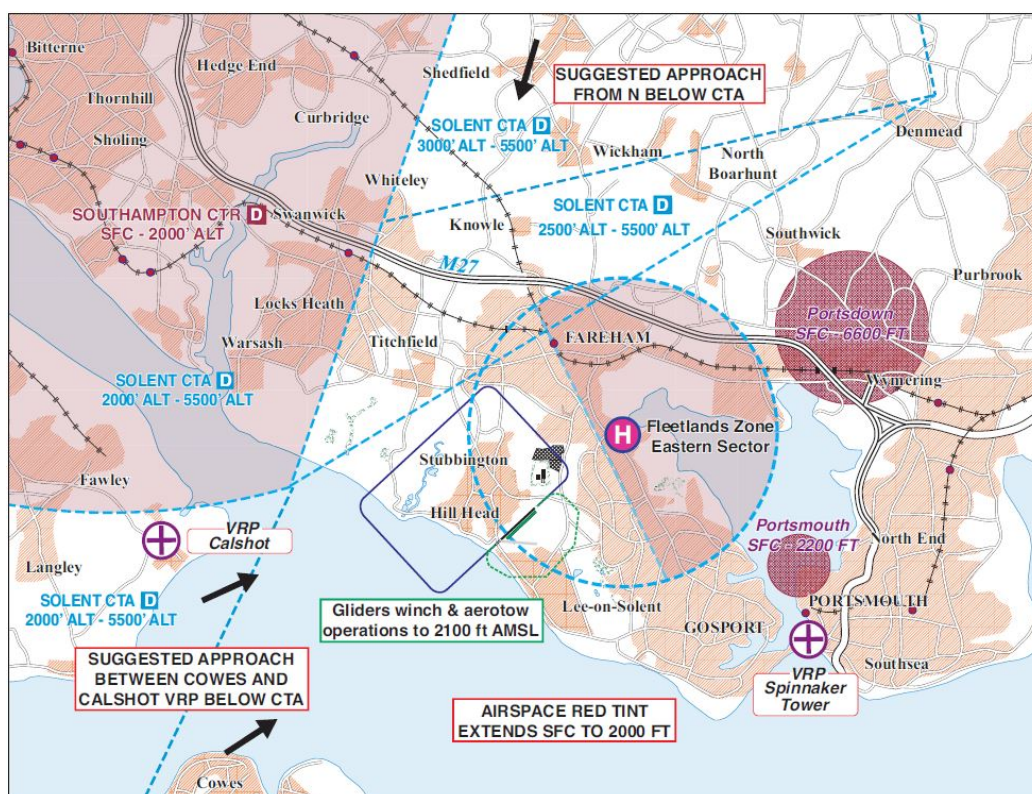


Figure 1 Detailed Map of the Lee-on-Solent area.

Analysis and Investigation

UKAB Secretariat

The RV6 and YAK 52 pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard². An aircraft operated on or in the vicinity of an aerodrome shall conform with or avoid the pattern of traffic formed by other aircraft in operation³.

¹ UK AIP Page AD 2 EGHF-5.

² SERA.3205 Proximity.

³ SERA.3225 Operation on and in the Vicinity of an Aerodrome.

Summary

An Airprox was reported when an RV6 and a YAK 52 flew into proximity at 1315 on Sunday 22nd March 2016. Both pilots were operating under VFR in VMC, the RV6 pilot in receipt of an A/G Service from Lee Radio, the YAK 52 pilot not in receipt of an ATC Service. Both pilots achieved visual contact with each other before CPA.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available included reports from the Lee-on-Solent Air/Ground operator, the YAK-52 pilot and reports from the appropriate ATC and operating authorities.

The Board first discussed the actions of the Yak-52 pilot. It was noted that the pilot had reported that on previous occasions he had not been able to make contact with Lee-on-Solent and so he had decided to remain on a listening watch with Solent Radar. Members opined that it would have been appropriate for him to have at least tried to establish communication with Lee Radio especially as his transit was relatively close to the airfield and at a height that could potentially conflict with any traffic that might be in the visual circuit. This would have allowed the Air/Ground operator to warn any local traffic, including the RV6 pilot, of his presence. Although the Yak-52 pilot was entitled to operate in Class G airspace, clear of any ATZ, the Board wondered whether it had been prudent for him to have routed so close to the airfield despite the fact that he was pro-actively looking out for other aircraft; that he did not see the RV6 until he had passed the threshold proved the point. Routing further from the airfield would have assisted him in remaining outside the local pattern of traffic, especially by remaining at a height of 500ft which would have kept him well below circuit traffic. Members noted the Yak-52 pilot's comments regarding who had responsibility to give way. Although he was correct to state that the RV6 would have had to give way in the open FIR, by flying in the vicinity of the Lee on Solent visual circuit, members felt the responsibility lay with the Yak-52 to conform with or avoid the pattern of traffic formed by other aircraft in operation (SERA.3225); by flying across the departure track so close to the upwind end of RW23, and in front of the RV6, members opined that he had not conformed or avoided sufficiently.

The Board was disappointed that the RV6 pilot had declined to complete an Airprox report, even though comments he had made on the frequency at the time were included in the report made by the A/G operator. Important information and perceptions were not available for the Board's analysis as a result, and members wished to stress to all pilots the value of contributing for the benefit of all.

The Board noted that the Air/Ground operator had filed the Airprox report, and members discussed why he had done so and his likely perception when he became aware of the presence of the unknown traffic, the Yak-52, operating close to the airfield and passing through the climb-out path. The Board considered that he had undoubtedly been concerned about the proximity of the Yak-52 to the departing RV6, was probably disappointed that a pilot had flown so close to the airfield without making R/T contact, and may have believed that they had been closer to each other than they had actually been. His valid concern about their proximity was considered to be the reason for him filing an Airprox report, although it was noted that neither pilot appeared to be overly perturbed by the incident. In respect of the risk of collision, the Board considered that although safety had been degraded, both pilots had seen each other (albeit later than desirable in the case of the Yak-52 pilot) and had both been able to monitor the situation to ensure that there had not been a risk of a collision. Therefore the Board assessed the Airprox as risk Category C.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The Lee-on-Solent A/G operator was concerned by the proximity of the 2 aircraft.

Degree of Risk: C.