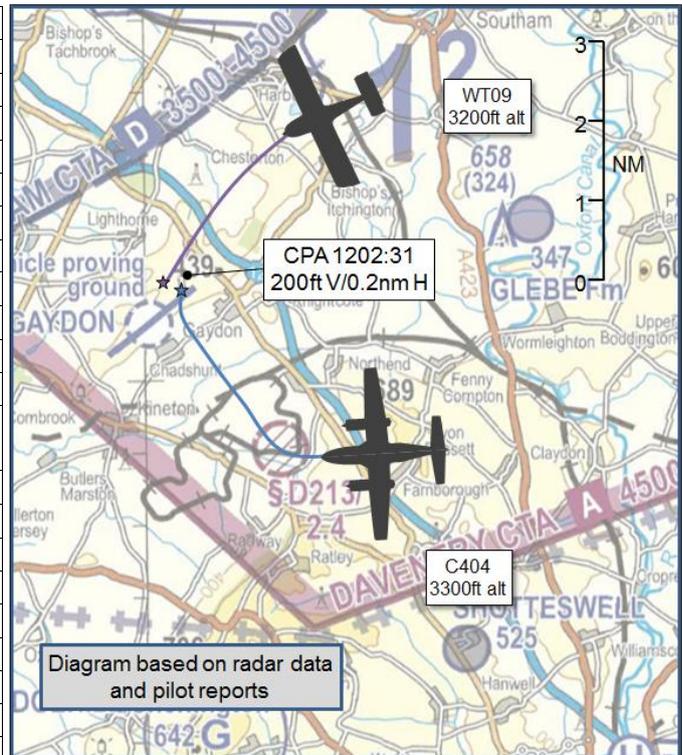


AIRPROX REPORT No 2016098

Date: 06 Jun 2016 Time: 1202Z Position: 5211N 00130W Location: 4.5nm W Wellesbourne Mountford

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	Cessna 404	Dynamic WT9
Operator	Civ Comm	Civ Pte
Airspace	Lon FIR	Lon FIR
Class	G	G
Rules	VFR	VFR
Service	Traffic	Traffic
Provider	Coventry	Coventry
Altitude/FL	3300ft	3200ft
Transponder	A, C, S	A, C, S
Reported		
Colours	Purple, White	White
Lighting	Strobes, Landing, Nav	Strobes, Nav
Conditions	VMC	VMC
Visibility	>10km	'Good'
Altitude/FL	3400ft	Unsure
Altimeter	NK (1022hPa)	NK
Heading	323°	270°
Speed	135kt	110kt
ACAS/TAS	Not fitted	PowerFLARM
Alert	N/A	None
Separation		
Reported	0ft V/500m H	NR
Recorded	200ft V/0.2nm H	



THE C404 PILOT reports that he was conducting aerial survey work when he heard another aircraft call on frequency and be advised by ATC about his position. The other pilot advised that he was likely to pass through the same position and so would descend to 3000ft. The C404 pilot was at 3400ft on 1022hPa. He positioned for his task to take up a heading of 323°, and Coventry advised that the other traffic would pass from right to left on this new heading. The other pilot reported visual with the C404, but he was still not visual. About 30 seconds later he became visual; the aircraft appeared close and at the same level, so he took a steep right turn to avoid. Although at the time he advised ATC that he didn't wish to file an Airprox, upon reflection he thought it appropriate.

He assessed the risk of collision as 'Medium'.

THE DYNAMIC WT9 PILOT reports that he only remembers this event because the other pilot asked if he should report an Airprox and the controller said 'no' he recalled. He opined that given that both aircraft were VMC, both on a Traffic Service and in contact with the controller, he was surprised that this was filed as an Airprox. He saw the other aircraft head from south to north off his port wing; he could not remember how close it was but not close enough to be of any concern. He did not think there was any danger, and thought the avoiding action by the other pilot unnecessary.

He assessed the risk of collision as 'None'.

THE COVENTRY CONTROLLER reports that they were providing a Traffic Service to the Dynamic WT9 and a reduced Traffic Service to the C404. Traffic Information was passed to both at 1157 and further updates were given. Despite both aircraft reporting visual, the two aircraft crossed within 1nm of each other and the C404 pilot reported that he was taking avoiding action. When asked whether he wished to file an Airprox, he replied 'negative', but telephoned later to advise that he would.

Factual Background

The weather at Coventry was recorded as follows:

METAR EGBE 061150Z 09007KT 050V140 CAVOK 23/07 Q1022=

Analysis and Investigation

CAA ATSI

The C404 had been conducting a survey in the area for over an hour and was receiving a reduced Traffic Service from Coventry Radar (reduced due traffic manoeuvring in the area of the survey). At 1153:50 the WT9 contacted Coventry Radar and a Traffic Service was agreed.

Reciprocal Traffic Information was passed to both aircraft at 1158:25, and based on the C404's level being reported as 3400ft, the WT09 elected to descend from 3400ft to 3000ft, which was passed to the C404 pilot. An update on the position of the C404 was passed to the WT9 pilot at 1201:30 (Figure 1). Reciprocal Traffic Information was then passed to the C404 at 1201:45.

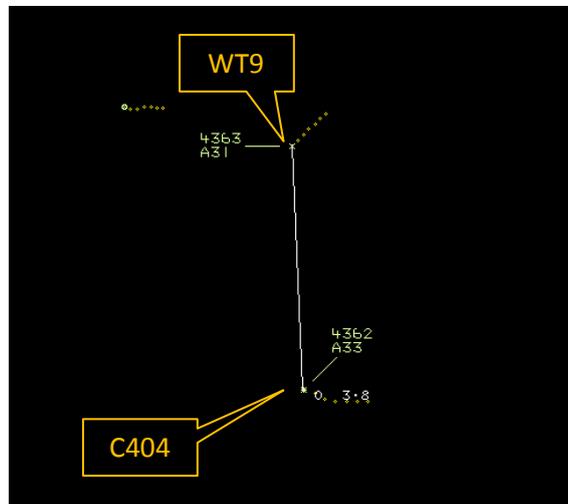


Figure 1 – Swanwick MRT - 1201:30

At 1202:00 the WT9 pilot reported visual with the C404 (Figure 2). At 1202:15 the radar controller passed further Traffic Information to the C404 pilot on the WT9, advising him that the WT9 pilot was visual with them (Figure 3).

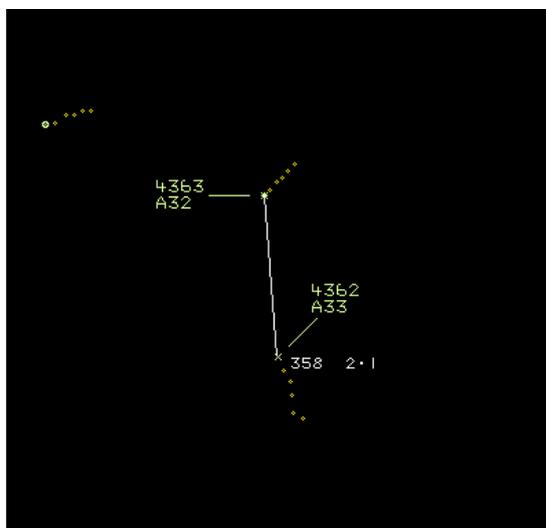


Figure 2 – Swanwick MRT – 1202:00

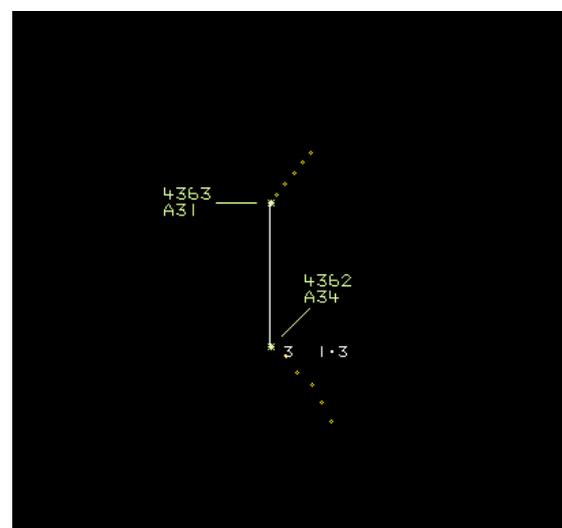


Figure 3 – Swanwick MRT – 1202:15

This was acknowledged by the C404 pilot who then, at 1202:20, reported visual with the WT9 and advised that they were taking avoiding action (Figure 4).

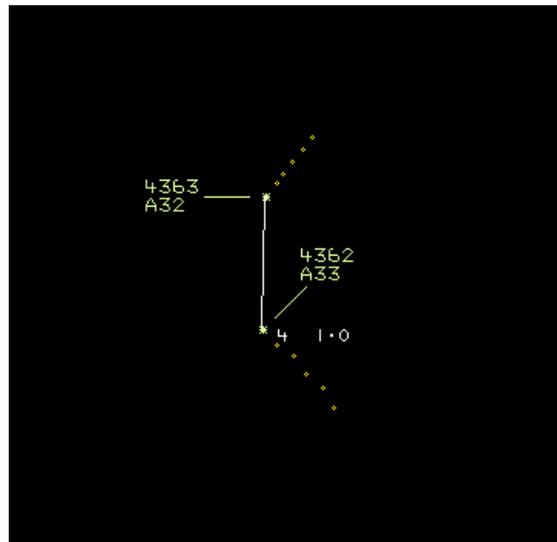


Figure 4 – Swanwick MRT – 1202:20

CPA was assessed to take place at 1202:34, with the aircraft separated by 0.2nm laterally, and 200ft vertically (Figure 5).

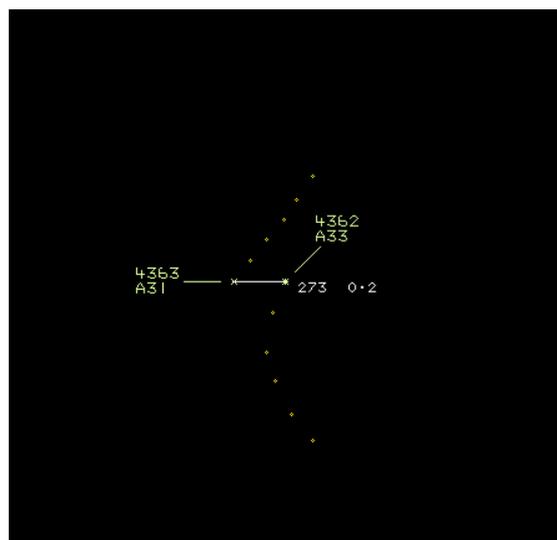


Figure 5 – Swanwick MRT – 1202:34

At 1202:50 the radar controller advised the C404 that it was clear of traffic and asked if they intended to file an Airprox. The C404 pilot stated that they were not, and that they had just moved off the survey line to make sure they were clear of the other aircraft.

UKAB Secretariat

The C404 and Dynamic WT9 pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard¹. If the incident geometry is considered as converging then the C404 pilot was required to give way to the Dynamic WT9².

¹ SERA.3205 Proximity.

² SERA.3210 Right-of-way (c)(2) Converging.

Summary

An Airprox was reported when a C404 and a Dynamic WT9 flew into proximity at 1202 on Monday 6th June 2106. Both pilots were operating under VFR in VMC. Both were receiving a Traffic Service from Coventry Radar, who gave traffic Information to both pilots.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from the pilots of both aircraft, transcripts of the relevant RT frequencies, radar photographs/video recordings, and reports from the appropriate ATC and operating authorities.

The Board began by looking at the actions of the C404 pilot. Some members wondered whether he had become task focused with his survey and had therefore not wanted to deviate from his course despite the fact that it was for him to give way to the WT9 converging from his right. However, noting that the WT9 pilot had said he would descend to 400ft below him, other members thought he would have been surprised when he saw it at what he perceived to be the same height. This led to a discussion about whether the WT9 pilot had discharged his commitment to descend. Ultimately, from the available radar recording, the Board decided that he had descended to avoid the C404, as he had agreed to do, and that his Mode C indication of 3100ft was well within accepted tolerances of reaching a level. Members commented that it was unfortunate that the C404 had also descended 100ft, to 3300ft, probably due to the pilot looking out for the conflicting traffic. As a result, this all added up to only 200ft or so separation, rather than the 400ft that the C404 pilot was expecting, which would have exacerbated any height perception problems for the C404 pilot. Although the WT9 pilot was visual throughout, and perceived the separation to be sufficient, the Board thought the C404 pilot was probably startled by seeing the WT9 at the last moment, and at a level closer than he thought it was going to be.

The incident took place in Class G airspace where pilots are responsible for their own separation. Both pilots were in receipt of a Traffic Service, and Coventry ATC had given them both timely Traffic Information which had enabled them to become visual and agree a course of action. Ultimately, having seen the WT9 at a late stage and not been happy with the separation, the C404 pilot perceived that they were co-altitude and that he needed to take avoiding action that he had not anticipated the need for. However, notwithstanding the potential minor altitude discrepancies to that which had been agreed by both pilots, the Board thought that the recorded 200ft+ altitude separation represented normal operations in Class G airspace, especially given that the WT9 pilot was visual throughout the occurrence and had felt that no action was required. They therefore decided that the cause of the Airprox was that the C404 pilot had been concerned by the proximity of the WT9, and they assessed the risk as Category E, normal safety standards had pertained.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The C404 pilot was concerned by the proximity of the WT9.

Degree of Risk: E.