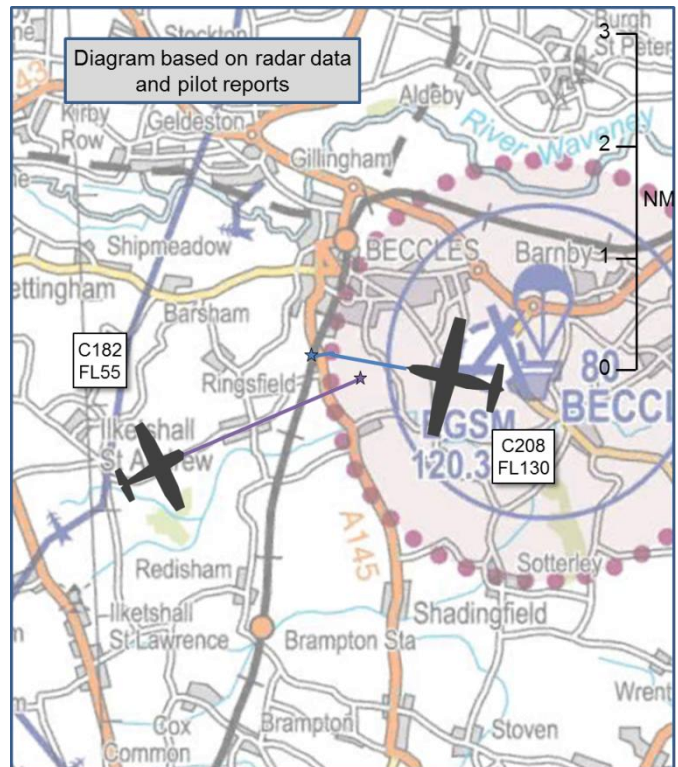


## AIRPROX REPORT No 2015070

Date: 17 May 2015 (Sunday) Time: 0925Z Position: 5226N 00134E Location: Beccles

### PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	C208	C182
Operator	Civ Comm	Civ Pte
Airspace	London FIR	London FIR
Class	G	G
Rules	VFR	NK
Service	Traffic	NK
Provider	Norwich	London Information
Altitude/FL	FL130	FL55
Transponder	A,C	NK
<b>Reported</b>		
Colours	White/Blue	White
Lighting	Strobes/Nav lights	NK
Conditions	VMC	NK
Visibility	>10km	NK
Altitude/FL	FL130	FL55
Altimeter	1013hPa	1013hPa
Heading	270°	N/K
Speed	90kt	N/K
ACAS/TAS	Not fitted	Not fitted
<b>Separation</b>		
Reported	500ft V/0ft H	Not seen
Recorded	NK	



**THE C208 PILOT** reports that he reported for duty at Beccles airfield at 0730 and notified London Information and Norwich ATC that the parachute drop zone would be active from 0800 to 1600, up to FL130. During the third lift, Norwich identified traffic routing towards the drop zone with a 'spurious' squawk, and they suggested that the pilot contact London Information. He did this and, although the frequency was very busy, managed to establish contact and inform them that Beccles was active and that he would shortly be commencing the run in. London Information acknowledged this and so the pilot switched back to the Norwich frequency. The Norwich controller stated that the subject aircraft was maintaining approximately 5600ft and was straight and level. The pilot called "running-in" to the Drop Zone controller, who gave a "clear drop". As the last parachutist left the aircraft, Norwich gave further Traffic Information that the conflicting aircraft was now directly underneath, it passed through the drop zone, west to east passing along the northern edge of the runway. It did not make contact on the Beccles frequency. One of the free-fall parachutists confirmed that he had seen the aircraft pass directly underneath him with approximately 500-1000ft vertical separation.

He assessed the risk of collision as 'None'.

**THE C182 PILOT** was contacted by the Airprox Board and, although he declined to fill out a full report, he did report the following by email. He departed from Duxford to transit back to Germany, routing over the coast via Lowestoft. He initially climbed to 6500ft, and had requested 7500ft, but ATC told him to descend to FL55, which he did. He was flying with a qualified pilot beside him and they did not notice anything unusual, or see a possible Airprox.

**THE LONDON INFORMATION FISO** reports that a large group of EU registered aircraft reported on frequency within a short space of time. The flights were un-notified and created a very high workload.

The foreign pilots either could not hear the radio transmissions clearly, or they were having difficulty with the English language. The second rostered FISO was on a break, but he was re-called to the sector to provide assistance. The aircraft appeared to be tracking towards Beccles airfield, which was notified as active with parachute and sky-diving activity. A general broadcast was made providing this information. The para-dropping aircraft then came onto the frequency to advise that Norwich radar had concerns that several of the aircraft were transiting towards Beccles. The FISO then tried to warn each aircraft individually of the hazard. He was not informed about the Airprox on the day.

## Factual Background

The weather at Norwich was reported as:

METAR EGSB 170820Z 27012KT 240V310 9999 FEW025 12/04 Q1025 NOSIG

Beccles parachute jumping site is promulgated in the UK AIP ENR 5.5 (Aerial Sporting and Recreational Activities); page 5.5-2 dated 5 Apr 2015, as follows:

<p>BECCLES, SUFFOLK A circle, 1.5 nm radius centred at 522612N 0013710E</p>	<p>Upper limit: FL130</p>	<p>Phone: 01953-861030. Norwich ATC: 01603-420641. London Control (Swanwick): 01489-612420.</p>	<p>Activity notified on the day to Norwich ATC or London Control (Swanwick) outside hours of Norwich.  Alternative contact: 119.350 MHz (Norwich ATC) or 124.600 MHz (London Control (Swanwick)).  Hours: Normally during daylight hours.</p>
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## Analysis and Investigation

### CAA ATSI

The C208 aircraft involved was engaged in parachute drop flights and, although the pilot filed an Airprox, it was not the actual aircraft but one of the parachutists who came into close proximity with the C182 – the C208 was approximately 8000ft above the conflicting aircraft. The Cessna was under a Traffic Service from Norwich Radar. The pilot had notified both Norwich Radar and London Information that the parachute drop zone at Beccles would be active from 0800 to 1600 (UTC). The drop zone is detailed on navigational charts and in the UK AIP ENR 5.5-2 (5-Apr 2015). The C208 pilot reported to Norwich Radar that he had approximately 2 minutes before the drop, and Norwich Radar advised him about unknown traffic “One zero miles to the Southwest of Beccles indicating Five Thousand Six Hundred.....tracking on that present heading straight through your drop zone”. Attempts were made to identify the traffic and to establish whether the aircraft was working Anglia Radar or London Information. Although the unknown aircraft was squawking an Anglia Radar code, Norwich Radar, through coordination, established that it was not working them. Meanwhile the C208 pilot contacted London Information who could not help identify the aircraft either. There was no reported call on the Beccles Radio frequency either, and the drop zone controller had given permission for the drop. The unknown aircraft flew through the drop zone and the C208 pilot reported being visual with the other aircraft but unable to identify it. One of the parachutists, whilst descending, reported that the unknown aircraft flew underneath him at between 500 and 1000ft. Whilst there was radar coverage of both aircraft involved, there was no radar return from the parachutist so no CPA can be ascertained. The Norwich Radar controller issued timely and accurate Traffic Information in accordance with a Traffic Service and took reasonable steps to identify the unknown aircraft. The unknown aircraft later changed to a 7000 squawk as it approached the UK FIR boundary.

## UKAB Secretariat

The Air Navigation Order 2009 states that a person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.<sup>1</sup>

### Summary

An Airprox was reported by a C208 pilot between one of his parachutists and a C182. The incident took place overhead Beccles, which had notified paradropping activity up to FL130. The C208 pilot was receiving a Traffic Service from Norwich radar, who gave Traffic Information on the C182. The C182 pilot was transiting at FL55, and receiving a Basic Service from London Information; he didn't recall seeing anything unusual.

### **PART B: SUMMARY OF THE BOARD'S DISCUSSIONS**

Information available consisted of reports from the C208 pilot, transcripts of the relevant RT frequencies, radar photographs/video recordings, reports from the air traffic controllers involved and reports from the appropriate ATC and operating authorities.

The Board first commended the actions of the Norwich controller, he had seen that the C182 was on course to go through Beccles and tried to identify which agency were working it. He established that Anglia radar were not working it, despite displaying one of their squawks, and he passed Traffic Information to the C208 pilot to forewarn him that the aircraft was not known traffic and therefore its intentions were unclear.

The Traffic Information alerted the C208 pilot to the possible overflight of the drop site, and he proactively called London Flight Information to alert them to the fact that there was para-dropping at Beccles. London Flight Information were busy and the pilot reported that the frequency was very busy. As it later transpired, the FISO did have the subject aircraft on frequency, but was having difficulty making the numerous foreign crews that had called realise that they should avoid the para-drop site. The C208 pilot was unaware of this, but he was aware of the proximity of the C182 and that it was likely to transit through the parachute site.

The C182 was flown by a foreign crew returning to the continent after an event at Duxford. The Board were disappointed that they felt unable to participate fully in the Airprox process because it deprived the Board of information that may have proved helpful in assessing the Airprox. The Board members wondered whether the pilot was aware of Beccles and that it was active with para-dropping. Although it was likely that he didn't know it was active, it is clearly marked on UK charts and, as such, the pilot should have been aware of it. Whilst pilots are not legally required to avoid para-drop sites (there is no avoid 'zone' around them), pilots are nevertheless expected to keep clear whilst para-dropping is in progress in accordance with ANO 2009 Article 137 regarding endangerment.

Turning to the cause of the Airprox, the Board noted that, although it had been unwise for the C182 to fly through the Beccles drop-zone, the crew of the C208 were aware that the C182 was tracking towards it, and yet they continued to allow the parachutist to leave the aircraft; had they not done so, the incident wouldn't have occurred. In this respect, the Board commented that clearance to drop from the drop-zone controller did not override the aircraft captain's responsibility to ensure the safety of his passengers and crew, including ensuring their safety after they had jumped from the aircraft if he had reason to believe that there was a hazard to their paradrop descent. Therefore the cause was determined to be that the C208 crew allowed the parachutist to jump despite being informed of the approaching C182. It was nevertheless considered a contributory factor that the C182 pilot flew through a promulgated and active parachute jump site. The Board debated the risk of the Airprox for some time, with some members believing that chance had played a major part because the parachutist had little ability to control his destiny as he fell towards the C182. Others thought that, in

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<sup>1</sup> ANO 2009 Article 137

extremis, he could presumably have deployed his parachute and arrested his descent if he had been that concerned. Ultimately, the Board agreed that it would have been unlikely for the C182 pilot to see the parachutist falling from above given his small cross section and the fact that the high wing would have obscured much of the area above. Taking all of that into account, in the end the Board agreed that the risk had been Category B, safety margins had been much reduced below normal.

### **PART C: ASSESSMENT OF CAUSE AND RISK**

Cause: The C208 crew allowed the parachutists to jump despite being informed of the approaching C182.

Contributory Factor: The C182 pilot flew through a promulgated and active parachute jump site.

Degree of Risk: B.