### **AIRPROX REPORT No 2014091**

Date/Time: 8 Jun 2014 1117Z (Sunday)

Position: 5109N 00037E

(Lashenden Headcorn Visual

Circuit)

Airspace: Lashenden ATZ (Class: G)

Aircraft 1 Aircraft 2

*Type*: Druine D31 C152

**Turbulent** 

Operator: Civ Pte Civ Pte

<u>Alt/FL</u>: 300ft 300ft

QFE (1003hPa)

<u>Conditions</u>: NK VMC

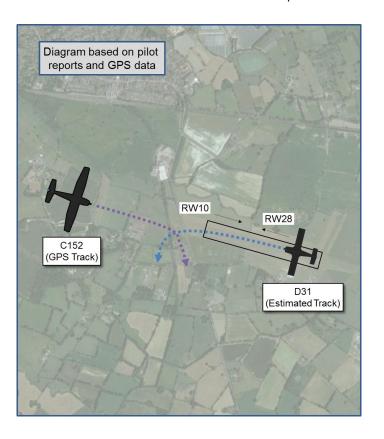
<u>Visibility</u>: >10km

0ft V/600m H 100ft V/200m H

Recorded Separation:

Reported Separation:

NK V/NK H



## PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

10km

THE D31 PILOT reports lining-up for a VFR departure from RW28 in a red and blue aircraft with no lights illuminated and no transponder fitted. RW28 was the promulgated runway in use, and he reported '(callsign) lining up to depart runway two-eight' on the A/G frequency; the A/G operator acknowledged his call. As he was lining-up, the pilot visually checked the base-leg and final-approach to RW28 and listened for other pilots reporting their position in the circuit; he could see no other aircraft and heard no calls so he continued to line-up and take-off on RW28. He had completed his climb-out checks at around 300ft agl and, as he looked forward, he saw an aircraft in his 12.30 position, at the same height, apparently descending to land on RW10. The D31 pilot made an immediate left turn 'to avoid any collision' and transmitted on the A/G frequency to warn other pilots; he then heard the A/G operator instruct the pilot of the other aircraft to turn right and fly south. The D31 pilot was aware that the other aircraft had eventually landed on RW28.

He assessed the risk of collision as 'High'.

THE C152 PILOT reports flying a white and blue aircraft, VFR in VMC, heading 100° at 65kt, with no external lighting and squawking transponder Modes 3/A and C. Whilst on final-approach to RW10, at about 300ft agl, he saw the shadow of an aircraft on the grass runway and looked up to see the other aircraft ahead of him. He immediately applied full-power and made a steep turn to the right onto south. In a thorough self-assessment, the pilot reported that he was aware that RW28 was in use, but assessed that he had lined up on RW10 due to a cognitive error; he had developed a mental model of the runway running from west-to-east because he had used the Heading Indicator as a visual aid to line up on the runway and had confused the numbers '30' at the bottom of the Heading Indicator display with the runway '28' markings painted at the threshold.



Figure 1. Example Heading Indicator

He assessed the risk of collision as 'Low'.

#### **Factual Background**

The weather at Lashenden Headcorn at 1120 was recorded as:

METAR EGMD 081120Z 22006KT 190V250 9999 FEW040 22/13 Q1020

## **Analysis and Investigation**

#### **CAA ATSI**

The C152 pilot had called in advance for a pre-flight briefing and was advised that RW28 was in use. When the C152 first contacted Lashenden Radio, the A/G operator passed the runway in use and circuit direction. The A/G operator recalled being busy at the time and remembered that the D31 called departing RW28 and the C152 had reported on final. The Lashenden A/G operator reported that Lashenden does not have a VCR but he had a good view of the RW28 approach but not the RW10 approach.

After the D31 was airborne, the pilot reported that the C152 was on final for RW10 and had got very close. The A/G operator advised the C152 to break off his approach; he remembered that the C152 had turned right and carried out a right-hand circuit on RW28, but was too close to the aircraft ahead and went around. The C152 then routed over the village to the north, before rejoining downwind and continuing to land on RW28.

The A/G operator recalled that, after landing, the C152 pilot had apologised and reported that he had made a mistake positioning and had lined up for the wrong runway.

#### **UKAB**

The C152 pilot was required to conform to the pattern of traffic formed by other aircraft intending to land at the aerodrome or keep clear of the airspace in which the pattern was formed.<sup>1</sup>

## **Summary**

An Airprox was reported in the visual circuit at Lashenden Headcorn when a C152 (whose pilot was lining up for RW10 by mistake), and a D31 (which was taking-off on RW28), came in to conflict in Class G airspace.

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

Information available included reports from the pilots of both aircraft, a report from the A/G operator and a report from the appropriate ATC authority.

Board members firstly commended the C152 pilot for his frank and candid self-assessment but noted that there were many cues such as wind-socks, other cockpit instruments and airfield markers that should have helped to correct his cognitive misperception. Nonetheless, they appreciated the pilot's honesty and agreed entirely with his assessment; the cause was that the C152 pilot had mistakenly made an approach to the reciprocal runway. In assessing the degree of risk, the Board noted that the separation reported by both pilots had been uncomfortably close for a head-on encounter. They agreed that the actions of both pilots had improved separation to some extent, but they considered that safety standards had still remained well below normal, and agreed a risk category of B.

<sup>1</sup> Rules of the Air 2007, Rule 12, Flight in the vicinity of an aerodrome, and Regulatory Article 2307(1) Para 16

# PART C: ASSESSMENT OF CAUSE AND RISK

The C152 pilot flew into conflict with the D31 whilst on approach to the reciprocal Cause:

runway.

Degree of Risk: B. ERC Score<sup>2</sup>: 20.

<sup>&</sup>lt;sup>2</sup> 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.