

AIRPROX REPORT No 2014223

Date/Time: 29 Nov 2014 1308Z (Saturday)

Position: 5117N 00011 E
(Sevenoaks)

Airspace: London FIR Class: G

Aircraft 1 **Aircraft 2**

Type: C182 PA28

Operator: Civ Pte Civ Trg

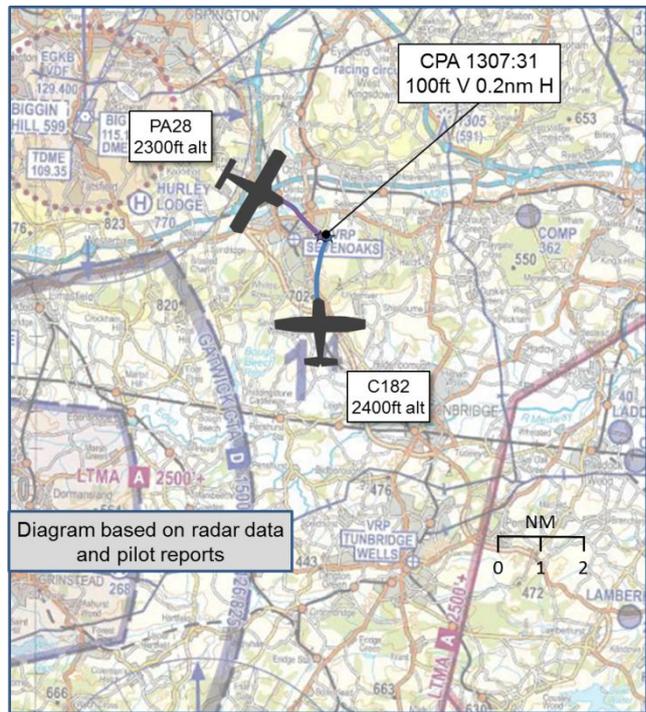
Alt/FL: 2400 2300
QNH (1010hPa) QNH (1010hPa)

Conditions: VMC VMC

Visibility: NK 8km

Reported Separation:
0ft V/0.5nm H NK V/NK H

Recorded Separation:
100ft V/0.2nm H



PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

THE C182 PILOT reports flying a white aircraft with landing lights and strobe lights illuminated. The aircraft was fitted with TCAS I. The transponder was on with Modes A, C, and S selected. The pilot was operating VFR in VMC, heading north towards Sevenoaks at 2400ft, and was receiving a Basic Service from Farnborough LARS. He reported an 'audio and visual' TCAS alert followed by Traffic Information from ATC regarding traffic 11 o'clock at the same level. On sighting the aircraft at less than 0.5nm and closing fast, he turned right and descended.

He assessed the risk of collision as 'High'.

THE PA28 PILOT reports flying a red and white aircraft with wing tip strobes and an anti-collision beacon on the tail. The transponder was on with Modes A and C selected. The pilot was operating VFR in VMC, and was receiving a Basic Service from Biggin Approach. He was approaching the Sevenoaks VRP heading 150° at 2300ft. He did not see the other aircraft but noted that the reporting aircraft would have been above him and coming almost directly out of the sun.

THE FARNBOROUGH LARS EAST CONTROLLER reports providing a Basic Service to the C182 inbound to Damyns Hall. Before the aircraft left the frequency he gave Traffic Information on an aircraft working Biggin Hill. He saw the pilot turn away from the traffic and continue to destination. He was not aware of any reporting action being taken.

Factual Background

The weather at Biggin was recorded as follows:

EGKB 291320Z 08003KT CAVOK 15/08 Q1010

Analysis and Investigation

CAA ATSI

The C182 pilot was operating under VFR, squawking 1740, and was in receipt of a Basic Service from Farnborough LARS East. The PA28 pilot was operating under VFR, squawking 7047, and

was in receipt of a Basic Service from Biggin Hill Approach. ATSI had access to reports from both pilots, the Farnborough Radar controller, Biggin Hill ATSU, area radar recordings and RTF and transcript from Biggin Hill Approach and Farnborough LARS East.

At 1306:29 (Figure 1) the C182 pilot reported at 2300ft which was acknowledged by the Farnborough Radar controller. The Farnborough Radar controller then informed the C182 pilot “*caution there is traffic converging from your left, range of two miles, similar level*”. At 1307:10, the pilot of the C182 reported visual with the traffic and turning right (Figure 2).

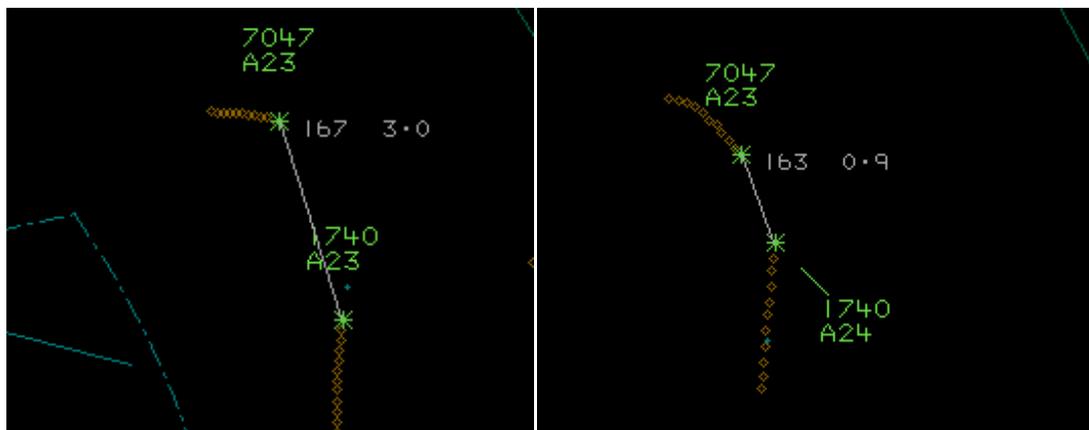


Figure 1 – 1306:29

Figure 2 – 1307:10

CPA occurred at 1307:25 when the two aircraft were 0.2nm/100ft apart (Figure 3). No Airprox report was given on either the Biggin Hill frequency or the Farnborough LARS E frequency; however, the C182 pilot thanked the Farnborough controller for the traffic information as he believed that the other traffic did not see him.

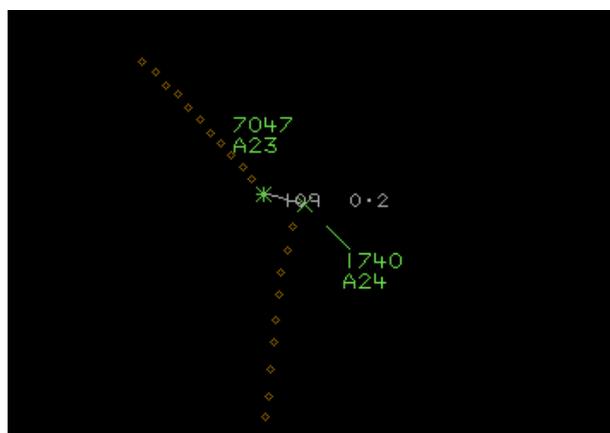


Figure 3 – 1307:25

Because no Airprox report was made on frequency and Biggin Hill were providing an Approach service without the use of surveillance equipment, the ATSU were unaware of the incident and were unable to provide any further information.

The Farnborough LARS East controller passed Traffic Information on the PA28 to the C182, which enabled the pilot of the C182 to visually acquire the PA28.

UKAB Secretariat

The C182 and PA28 pilots shared an equal responsibility for collision avoidance and not to fly into such proximity as to create a danger of collision¹. The incident geometry is considered as converging; therefore, the PA28 pilot was required to give way to the C182².

Summary

An Airprox was reported when a C182 and a PA28 flew into proximity at 1308 on Saturday 29th November 2014. Both pilots were operating under VFR in VMC and both were receiving a Basic Service: the C182 from Farnborough East LARS; and the PA28 from Biggin Approach.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from the pilots of both aircraft, radar photographs/video recordings, a report from the air traffic controller involved and a report from the appropriate ATC authority.

The Board agreed that this was a relatively straightforward encounter between two aircraft whose pilots were carrying out normal activity in Class G airspace under the principles of see-and-avoid; the C182 pilot also had the advantage of both Traffic Information and a TCAS alert on the conflicting PA28. Although the PA28 pilot was required to give way to the C182 under the Rules of the Air, the Board noted that the C182 pilot had received Traffic Information on the PA28 some 40 seconds before CPA but had continued at the same level and heading presumably on the assumption that the PA28 pilot would see him and would therefore give way. Unfortunately, as it happened, the PA28 pilot did not see the C182 and hence did not give way or take any avoiding action. The Board commented that collision avoidance was the equal responsibility of all pilots, and cautioned that, even if a pilot considered the other should give way, he should not assume that the other pilot was either visual or in a position where he could conduct an avoiding manoeuvre. They recalled that pilot inaction on receipt of Traffic Information or TCAS TA warnings was the second-most common contributory cause to Airprox in Class G airspace, and that pilots should therefore pro-actively take action even if they perceive that the other aircraft should give way to them. In the case of this incident, a minor change in altitude would most likely have broken the conflict geometry if it had been conducted when the Traffic Information had been passed.

The Board commended the Farnborough LARS East controller for passing Traffic Information to the C182 pilot even though he was only under the provision of a Basic Service. In addition, Board members pointed out that pilots can request an upgrade of service at any time if they are unsure about other traffic, notwithstanding the fact that this may be refused by ATC due to traffic constraints.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A late sighting by the C182 pilot and a non-sighting by the PA28 pilot.

Degree of Risk: C.

¹ Rules of the Air 2007 (as amended), Rule 8 (Avoiding aerial collisions).

² Ibid. Rule 9 (Converging)