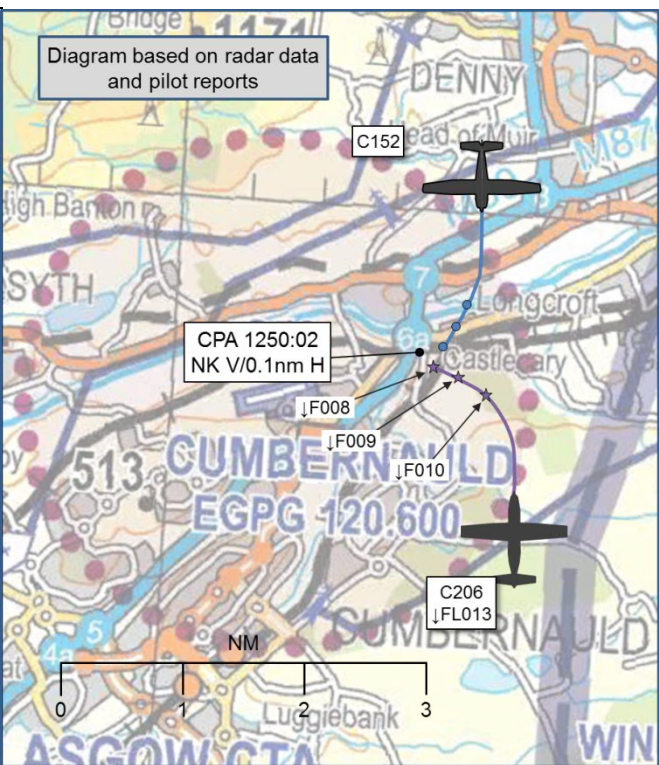


**AIRPROX REPORT No 2015140**

Date: 15 Aug 2015 (Saturday) Time: 1250Z Position: 5558N 00356W Location: Cumbernauld

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

Recorded	Aircraft 1	Aircraft 2
Aircraft	C152	C206
Operator	Civ Trg	Civ Pte
Airspace	Cumbernauld ATZ	Cumbernauld ATZ
Class	G	G
Rules	VFR	VFR
Service	A/G	A/G
Provider	Cumbernauld	Cumbernauld
Altitude/FL	NK	NK
Transponder	OFF	A,C,S
Reported		
Colours	Blue, White	White
Lighting	NK	Strobes, Landing, Beacon.
Conditions	VMC	VMC
Visibility	10km	>10km
Altitude/FL	600ft	800ft
Altimeter	QFE (996hPa)	NK
Heading	170°	260°
Speed	65kt	90kt
ACAS/TAS	Not fitted	Not fitted
Separation		
Reported	0ft V/200m H	200ft V/300m H
Recorded	NK V/0.3nm H	



**THE C152 PILOT** reports that he was flying with a student in the Cumbernauld circuit using the active runway, RW26RH. Whilst on the crosswind leg, he heard the pilot of the C206 make a call to join from the south. He heard the airfield information being passed, including the runway in use, and that the C206 pilot stated that he would join downwind. The C206 pilot later changed this to a 'non-standard' left-base join. By this time, the C152 pilot was right base, having made the appropriate call, and was about to turn final when he saw the C206 on a reciprocal, closing heading. The other pilot then appeared to see the C152 and cut across in front of them to turn onto final. To avoid the potential collision the C152 pilot broke right.

He assessed the risk of collision as 'High'.

**THE C206 PILOT** reports that the two aircraft involved were both in communication with each other on the radio and were visual with each other. Both arrived on finals at different levels and distances, and the C206 pilot elected to go around allowing the other aircraft to land first even though he was in front and faster. In his opinion flight safety was maintained at all times but, had the C152 pilot extended downwind for 30 seconds, both pilots could have achieved their aim. He also opined that overhead joins at Cumbernauld were not ideal for a number of reasons, 2000ft above Cumbernauld is often above cloud level, to avoid noise nuisance over the built-up area on the deadside, and for fuel efficiency.

He assessed the risk of collision as 'None'.

## Factual Background

The weather at Edinburgh was recorded as follows:

METAR EGPB 151150Z 27007KT 240V310 9999 SCT034TCU 16/08 Q1009

## Analysis and Investigation

### UKAB Secretariat

The Cumbernauld entry in the UK AIP states:

Circuit directions: Runway 26 - RH; Runway 08 - LH

Circuit height: 1000 ft QFE. Join overhead at 2000 ft QFE, descending dead-side to join the circuit.

The C152 and C206 pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard<sup>1</sup>. 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 operation<sup>2</sup>. When making an approach to land SERA regulations state:

*Landing.* An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.

(i) When two or more heavier-than-air aircraft are approaching an aerodrome or an operating site for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft.<sup>3</sup>

## Summary

An Airprox was reported when a C152 and a C206 flew into proximity at 1250 on Saturday 15<sup>th</sup> August 2015. Both pilots were operating under VFR in VMC, in the Cumbernauld circuit and in receipt of an A/G service.

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

Information available consisted of reports from the pilots of both aircraft and radar video recordings

The Board first looked at the actions of the C206 pilot. It was noted that the Cumbernauld entry in the AIP clearly states that joining procedures are to be from overhead joins. They also commented that, although joining at base leg would save fuel; this should not be given priority over flight safety. Because the Cumbernauld RT is not recorded, the Board could not be sure that both pilots had made the correct calls at the correct points (vital at airfields operating an A/G service); however, given that both pilots reported that they were aware of the other aircraft, it was assumed that they had. Once the C206 pilot was aware that there was other aircraft in the visual circuit, members opined that he would have been better served by observing normal joining procedures and conducting an overhead join. In this respect, good airmanship dictates that pilots should not expect to arrive at an airfield in a non-standard manner and then have other pilots extend their circuits to allow them to land first, even if they are in the faster aircraft.

Turning to the C152 pilot, the Board agreed that there was little that he could have done in the circumstances. Some members commented that, accepting that this was an instructional sortie, it appeared that he was flying quite a wide visual circuit, and that this may have led the C206 pilot to think that he could squeeze in ahead. Notwithstanding, it was agreed that in any case it was for the

<sup>1</sup> SERA.3205 Proximity.

<sup>2</sup> SERA.3225 Operation on and in the Vicinity of an Aerodrome.

<sup>3</sup> SERA 3210 Right of way.

C206 pilot to conform to the pattern of traffic formed by other aircraft in the circuit. Finally, the Board noted that, although not germane to this Airprox, the C152 pilot was flying with his SSR switched off. Although local orders with regard to SSR and Edinburgh airport were not known, in the main the UKAB advocates that pilots leave their SSR switched on, even in the visual circuit, as this can provide a final barrier and assist with situational awareness for other aircraft fitted with ACAS.

In determining the cause of the Airprox, the Board quickly agreed that the C206 had flown into conflict with the C152, and that a contributory factor was that he had not complied with the promulgated Cumbernauld joining procedure. That being said, the C206 pilot had been visual with the C152 at all times; therefore, there was no likelihood of collision and, in determining the risk, the Board agreed that this was a Category C incident.

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

Cause: The C206 pilot flew into conflict with the C152.

Contributory Factor(s): The C206 pilot did not comply with the promulgated Cumbernauld joining procedure.

Degree of Risk: C.