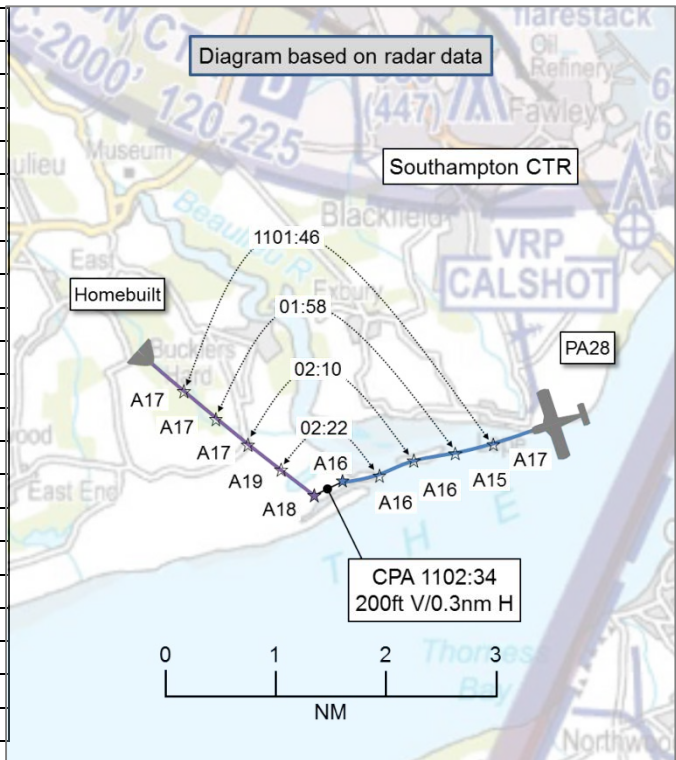


**AIRPROX REPORT No 2015148**

Date: 6 Sep 2015 Time: 1103Z Position: 5046N 00124W Location: Beaulieu

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

Recorded	Aircraft 1	Aircraft 2
Aircraft	PA28	Homebuilt
Operator	Civ Pte	Civ Pte
Airspace	London FIR	London FIR
Class	G	G
Rules	VFR	VFR
Service	NK	NK
Altitude/FL	1600ft	1800ft
Transponder	A, C, S	A, C, S
<b>Reported</b>		Not reported
Colours	White/blue/yellow	
Lighting	NK	
Conditions	VMC	
Visibility	>10km	
Altitude/FL	1500ft	
Altimeter	QNH (1030hPa)	
Heading	270°	
Speed	90kt	
ACAS/TAS	Unknown	
<b>Separation</b>		
Reported	100ft V/0.25nm H	NK
Recorded	200ft V/0.3nm H	



**THE PA28 PILOT** reports conducting a transit flight in level cruise when both he and his passenger saw a delta shaped object ¼nm ahead and slightly above pass quickly from right to left. No avoiding action was taken as the object moved past so quickly. He assessed it was either a drone or a model because he did not see a propeller turning.

He assessed the risk of collision as ‘Medium’.

**THE HOMEBUILD PILOT** stated that he did not recall seeing another aircraft in close proximity and declined to complete an Airprox form.

**Factual Background**

The weather at Southampton was recorded as follows:

METAR EGHI 061050Z VRB02KT 9999 FEW030 15/05 Q1030=  
 METAR EGHI 061120Z 26004KT 190V310 9999 FEW035 15/05 Q1029=

**Analysis and Investigation**

**UKAB Secretariat**

The PA28 and homebuilt 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>. If the incident geometry is considered as converging then the PA28 pilot was required to give way to the homebuilt<sup>2</sup>. The homebuilt aircraft was displaying a Solent Radar SSR transponder code and, in subsequent conversation with the Southampton ATSU, it was established that, given his position and altitude,

<sup>1</sup> SERA.3205 Proximity.  
<sup>2</sup> SERA.3210 Right-of-way (c) (2) Converging.

the homebuilt pilot was probably in receipt of a Basic Service from Solent Radar. The PA28 was displaying the Solent/Bournemouth 'Listening Squawk' (0011) and, given his position and previous track, the pilot was probably listening on the Solent Radar frequency.

## Summary

An Airprox was reported when a PA28 and a foreign registered homebuilt aircraft flew into proximity at 1103 on Sunday 6<sup>th</sup> September 2015. Both pilots were operating under VFR in VMC, the PA28 pilot not in receipt of an Air Traffic Service and the homebuilt pilot probably in receipt of a Basic Service from Solent Radar.

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

Information available consisted of a report from the PA28 pilot, a statement from the pilot of the homebuilt aircraft and radar photographs/video recordings.

Members first considered the pilots' actions. Both were operating under VFR on a fine-weather day with ample opportunity to see the other. The PA28 pilot saw the homebuilt aircraft as it passed quickly from right to left in front of him, but was uncertain of his perception of the other aircraft because he did not see 'a propeller turning'. The Board noted that he had not taken avoiding action on the other aircraft because it passed by 'so quickly'. For his part, the pilot of the homebuilt aircraft did not recall seeing another aircraft in proximity, and declined to complete an Airprox form, reasoning that he had no more information to give. The Board were disappointed by this response because, even if he had not seen the other aircraft, an understanding of his own aircraft's flight conditions and his intentions would have been beneficial in piecing together what had occurred.

Civilian ATC members pointed out that both pilots were probably on the same Solent frequency and that there was provision for ATC to pass Traffic Information under the terms of a Basic Service if a potential conflict was detected; however, it was reiterated that this was highly dependent on controller workload and the chance detection of such a conflict. Members agreed that if the pilots had wished to receive Traffic Information then a better choice of frequency would have been that of the Bournemouth LARS. It was noted that the desire to obtain Traffic Information on a fine-weather day was probably reduced, but that the circumstances of this Airprox highlighted that it was still beneficial, especially in regions of busy airspace such as in that part of the UK. Additionally, a civilian ATC member explained that the use of conspicuity code was primarily to assist in contacting a pilot should they infringe controlled airspace and should not be considered a facility that a pilot should rely on to be contacted in order to pass Traffic Information.

Some members felt that the degree of separation at CPA indicated that the two aircraft were not on converging courses at all, and that this was a sighting report. However, it was felt by the majority that the recorded separation, along with the late sighting by the PA28 pilot and the non-sighting by the pilot of the homebuilt aircraft, were such that these latter factors could reasonably be considered the cause of the Airprox; nevertheless, they agreed that the geometry of the event was such that there was no risk of collision.

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

Cause: A late sighting by the PA28 pilot and a non-sighting by the pilot of the homebuilt aircraft.

Degree of Risk: C.