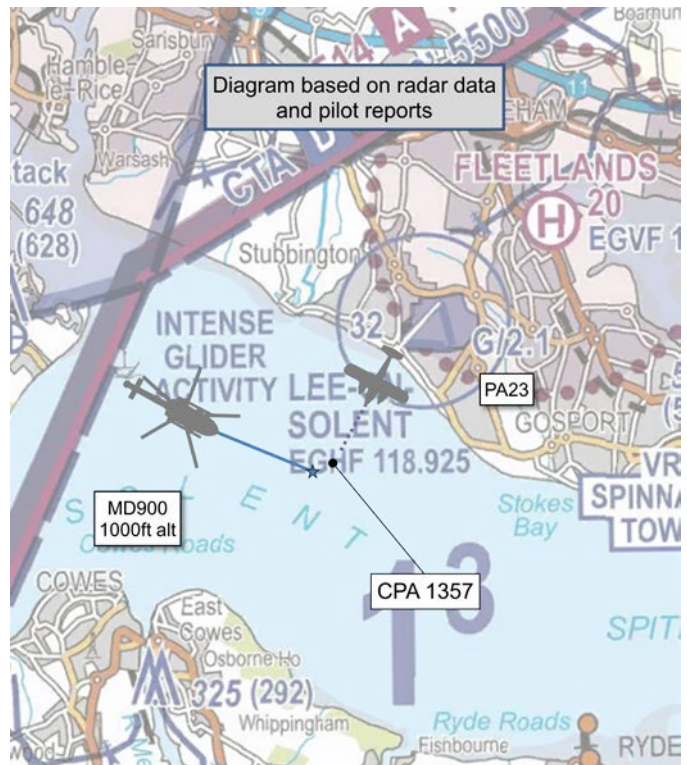


AIRPROX REPORT No 2016145

Date: 22 Jul 2016 Time: 1357Z Position: 5047N 00114W Location: 3nm SW Lee-on-Solent

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	MD900	PA23
Operator	NPAS	Civ Pte
Airspace	London FIR	London FIR
Class	G	G
Rules	VFR	VFR
Service	Basic	AGCS
Provider	Solent Radar	Lee
Transponder	A,C,S	A,C,S
Reported		
Colours	Dark blue/yellow	White/blue
Lighting	2xred strobes, white HISL, nav	
Conditions	VMC	VMC
Visibility	>20km	>10km
Altitude/FL	1000ft	600-800ft
Altimeter	QNH (1009hPa)	QNH
Heading	090°	230°
Speed	115kt	110kt
ACAS/TAS	TCAS I	TCAS I
Alert	Unknown	TA
Separation		
Reported	Nil V/200m H	300ft V/600m H
Recorded	NK	



THE MD900 EXPLORER PILOT reports that he was transiting to Southsea for the purpose of a task within the America’s Cup Restricted Area (Temporary). He coasted out into the Solent at Beaulieu River estuary routing directly to Southsea Common tracking 090°. He was in receipt of a Basic Service from Solent Radar and had recently been in communication with Lee Radio informing them of position, track, height and destination. The Airprox happened at (approximately) 3nm south-west of Lee-on-Solent at 1000ft on QNH 1019hPa. A low-winged twin-engined aeroplane was seen late, at 0.25nm, closing rapidly from the 9 o'clock position in what appeared to be a shallow climb. He initiated an immediate descending right turn away from the approaching aircraft which disappeared from view behind the helicopter. The pilot of the other aircraft was heard to make a call to Lee Tower stating that he had encountered a helicopter and had taken avoiding action.

He assessed the risk of collision as ‘High’.

THE PIPER PA23 AZTEC PILOT reports that he departed RW23 at Lee-on-Solent after receipt of confirmation from Lee Radio of no known traffic. In the immediate climb-out before initiation of a turn on track, he received a TA and observed rotary traffic crossing right to left, above and descending. Avoiding action was taken but no immediate collision risk was considered to have existed.

He assessed the risk of collision as ‘Medium’.

Factual Background

The weather at Southampton was recorded as follows:

METAR EGGH VRB02KT 9999 SCT047 22/14 Q1018=

The America's Cup Restricted Area (Temporary) was notified as:

RESTRICTED AREA (TEMPORARY) AT PORTSMOUTH AND THE SOLENT.

RESTRICTION OF FLYING REGULATIONS MADE UNDER ARTICLE 161 OF AIR NAVIGATION ORDER 2009. AIC M043/2016, WHICH INCLUDES A MAP, REFERS. NO ACFT IS TO FLY WI AREA BOUNDED BY A CIRCLE HAVING A RADIUS OF 3 NAUTICAL MILES WHOSE CENTRE IS AT 504717N 0010531W. THESE RESTRICTIONS DO NOT APPLY TO ACFT BEING OPERATED BY OR ON BEHALF OF THE NATIONAL POLICE AIR SERVICE, OR THE HELICOPTER EMERGENCY MEDICAL SERVICES OR THE MARITIME AND COASTGUARD AGENCY OR WHEN FLYING WITH THE PERMISSION OF THE HAMPSHIRE CONSTABULARY WHICH MAY BE CONTACTED ON 07775 544723 AND 023 9272 3110 AND 023 9272 5500. THESE RESTRICTIONS ALSO APPLY TO THE OPERATION OF SMALL UNMANNED AIRCRAFT SYSTEMS. PILOTS SHOULD BE AWARE THAT OTHER NOTAM MAY BE PUBLISHED FOR FLYING DISPLAYS IN THE VICINITY OF THIS ACTIVITY. 16-07-0001/AS 6

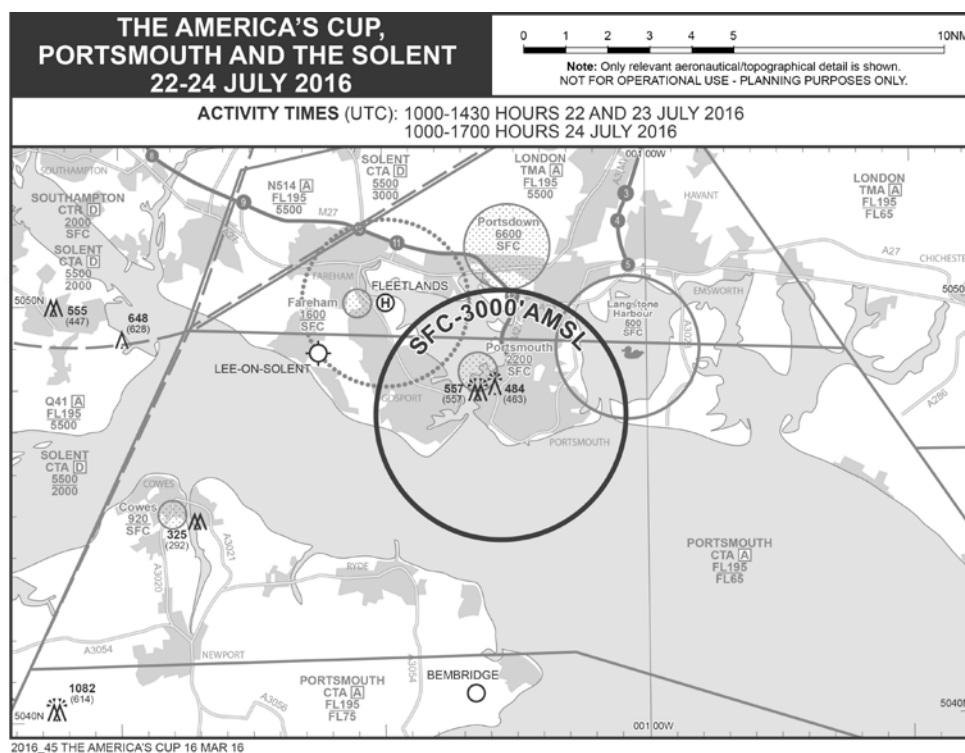
LOWER: SFC

UPPER: 3000FT AMSL

FROM: 22 JUL 2016 10:00 TO: 24 JUL 2016 17:00

SCHEDULE: 22-23 1000-1430, 24 1000-1700

J0327/16



Analysis and Investigation

CAA ATSI

A review of the Swanwick MRT recording did not show the PA23 until the point after CPA was likely to have occurred. The MD900 pilot was in receipt of a Basic Service from Solent Radar, but was operating below 1000ft in this area, and no Traffic Information was passed on any traffic by the controller. The MD900 pilot reported also contacting Lee Radio to advise them of their presence in the vicinity of Lee-on-Solent, whilst still maintaining contact with Solent Radar. It is believed that the PA23 pilot was in contact with Lee Radio. No report was received from Solent Radar who, it is believed, were not advised of the Airprox by the MD900 pilot.

UKAB Secretariat

The MD900 and PA23 pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard. If the incident geometry is considered as converging then the PA23 pilot was required to give way to the MD900¹.

Summary

An Airprox was reported when an MD900 and a PA23 flew into proximity at 1357 on Friday 22nd July 2016. Both pilots were operating under VFR in VMC, the MD900 pilot in receipt of a Basic Service from Solent Radar and the PA23 pilot an Air/Ground service from Lee. Both pilots took avoiding action.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available included reports from both pilots, area radar recordings and reports from the appropriate ATC and operating authorities.

The Board noted that both pilots were operating under VFR in VMC outside CAS. The MD900 pilot was tracking south-east towards Southsea in receipt of a Basic Service from Solent Radar, which was situated at Southampton. The PA23 pilot, having departed Lee-on-Solent airfield in receipt of an Air/Ground Service, was tracking south-west on a conflicting flight path with the MD900. The MD900 pilot reported that he had informed Lee Radio of his transit details; however, the PA23 pilot reported that the Air/Ground operator had informed him that there was no known traffic to affect him. Unfortunately, the Lee frequency is not recorded, consequently it was not possible to ascertain what time this information was passed to and from the operator, or whether both pilots were on the frequency at the same time, which may have allowed them to be aware of each other's details. All that could be ascertained was that although the MD900 pilot was on the Solent frequency at the time, he had also been listening out on the Lee frequency at about the time of the Airprox because he commented that he had heard the PA23 pilot report having taken avoiding action.

The Board noted that the MD900 pilot was in receipt of a Basic Service and the radar recordings show that the PA23 was not displaying on the radar at the time of the Airprox. Consequently, although there was no requirement for the Solent controller to pass Traffic Information, it would not have been possible anyway because he would not have been able to see the conflicting traffic.

The Board then turned its attention to the cause and risk of the Airprox. The Board noted that the MD900 pilot reported that he had seen the PA23 late, at 0.25nm, closing rapidly from his 9 o'clock position. The PA23 pilot only saw the MD900 when he received a TA from his TCAS1 equipment which, using associated TCAS algorithms, would have been likely to have occurred at about 1-1.5nm. Consequently, it was quickly agreed that the Airprox had occurred because of a late sighting by both pilots. Nevertheless, although both pilots had seen the other aircraft late, members agreed that they had both taken appropriate avoiding action to prevent a risk of a collision. Accordingly, it was judged that although safety had been degraded, action had been taken in a timely and effective manner to remove the possibility of a collision, and so the Airprox was assessed as risk Category C.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A late sighting by both pilots.

Degree of Risk: C.

¹ SERA.3210 Right-of-way (c)(2) Converging.