

At 1542:20 the Farnborough Radar controller tried to contact the HS125 pilot but he was already in the process of calling the Aerodrome controller. The Radar controller then initiated a telephone call to the Aerodrome controller coincident with the CPA which took place at 1542:43 (Figure 5).

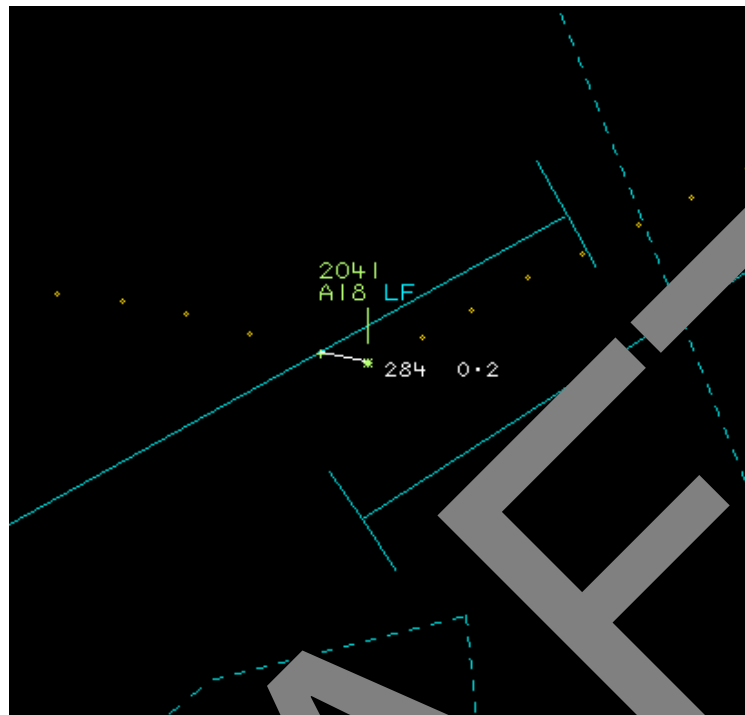


Figure 5 – 1542:20

Subsequently, the LARS West controller questioned the pilot of the Hurricane about their originally-stated point of departure. He confirmed that he had meant Blackbushe.

In the report from the LARS West controller, he confirmed that after the initial call by the Hurricane pilot they looked, but could not see the aircraft on the radar. On both the area and Farnborough radar recordings, although the primary radar contact for the Hurricane is visible, the transponder code did not appear until after the Hurricane had flown through the Farnborough final approach. After the initial call by the Hurricane pilot when the ATC service was agreed, the LARS West controller's traffic listing increased, and the identification was inhibited by both the incorrect information having been passed by the pilot of the Hurricane, and by the delayed appearance of its transponder code. When he was questioned by the LARS West controller, the Hurricane pilot confirmed that it had been identical with the HS125.

Farnborough airport is located in Class G airspace. Under a Deconfliction Service “a controller shall provide traffic information, accompanied with a heading and/or level aimed at achieving a planned deconfliction minima against all observed aircraft”.¹ The Approach Radar controller did not see the primary contact of the Hurricane and therefore did not recognise the potential collision until after the HS125 pilot had been transferred to the Aerodrome controller. Although the Approach Radar controller initiated a telephone call on the priority line to the Aerodrome controller by the time the information had been passed the CPA had already taken place.

UKAB Secretariat

The HS125 and Hurricane pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard². If the incident geometry is considered as converging then the HS125 pilot was required to give way to the Hurricane³.

¹ CAP774 UK Flight Information Services

² SERA.3205 Proximity.

³ SERA.3210 Right-of-way (c)(2) Converging.

