



AIRPROX *Insight*

DIRECTOR UKAB'S MONTHLY UPDATE

June 2018



AIRPROX OF THE MONTH

Clash in the **climb-out**

However hard you look, it can still be a tricky time to spot what might be coming your way

A Citabria pilot was getting into the air from a private strip near Bromyard, not far from Worcester, and trying to ensure a good lookout by lowering the nose regularly as he climbed. But, despite this, he still didn't see an R44, which was probably a small stationary target in his peripheral field of view, approaching on the beam.

For his part, the R44's pilot would probably have been looking down onto a dark background and didn't see the Citabria climbing up until they were very close. Both saw each other at the last moment and had to take emergency evasive action.

Neither aircraft in the incident ([Airprox 2018036](#)) was fitted with a collision warning system and, because both were using transponders, the Board felt it worth emphasising that the increasingly affordable systems now available could have helped.

It's not for me to promote any particular system, but they're becoming increasingly affordable and interoperable so, for the price of a couple of tanks of fuel, it'd be well worth thinking about investing for just such eventualities when circumstances conspire to render see-and-avoid a fairly poor barrier to collisions – an alert in either aircraft here would have helped immensely by allowing at least one of the pilots to take earlier action.

Full details of the incident can be found at airproxboard.org.uk in the 'Airprox Reports and Analysis' section within the appropriate year and then in the 'Individual Airprox reports' tab.

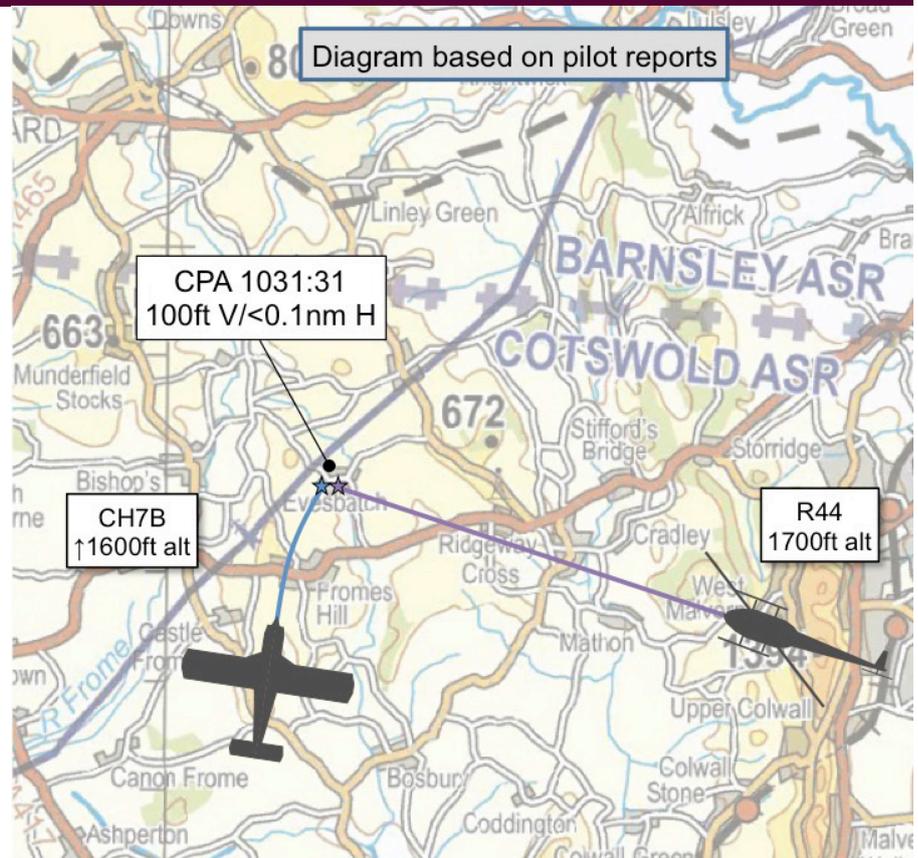
UKAB MONTHLY ROUND-UP

During its May meeting, the Board assessed 26 incidents of which 16 were aircraft-to-aircraft, with five having a definite risk of collision (two were Category A where providence played a major part, and three were Category B where safety was much reduced through serendipity, misjudgement, inaction, or late sighting).

The dominant theme concerned nine cases of poor choice of airspace or poor integration with others, including a couple where pilots flew over promulgated and active glider/microlight sites.

Poor choice of airspace is an emotive topic, although all the cases involved pilots flying in airspace in which they were entitled to operate, a little more thought for how their activities may have impacted on others might have avoided the conflicts.

Poor communication in the air, or less-than-good liaison between neighbouring



units, featured in six incidents; non/late-sightings accounted for six others and inaction or flying too close to other aircraft was seen in five. Three incidents involved TCAS resolution advisory events caused by flight vectors impinging on the TCAS envelopes of larger aircraft.

Of the six non/late-sightings, three were associated with a lack of transponder transmissions from one or both aircraft which, if selected on, might have assisted ATC in providing Traffic Information, or allowed other collision warning-equipped aircraft to detect the other aircraft well before they came into proximity.

SERA 13001 came into force in UK in October 2017 mandating that, if fitted and serviceable, transponders must be switched on with all modes selected. A straw-poll of GA Board members revealed that in their experience two-thirds of pilots they either instructed or interacted with, including other instructors, did not know that transponder selection was now mandatory.

Although this requirement was highlighted in SkyWise by the CAA when it came into force, it seems that much of the GA community is still not aware of the change, hence an associated Board recommendation that the CAA consider further publication and education efforts about it.

The Board also recommended that RAF Benson and local airfields engage in liaison

to improve co-ordination of activities. This resulted from a CAP231 pilot from White Waltham conducting aerobatics in one of their 'aeros boxes' that happens to be about 10nm on finals to RAF Benson's runway 01.

Normally it's not an issue with prevailing south-westerly winds, however on this day the easterly wind meant that the Puma pilot was conducting a TACAN hold and approach to 01. Although both pilots saw each other, it seems that neither really knew of the other's operating intentions and so they ended up in proximity.

Both pilots were entitled to operate where they did, but a bit more co-ordination would have eased the problem, especially if the CAP231 pilot had been able to make a call to Benson ATC to let them know his intentions.

The Regional Airspace User Working Groups (RAUWG) run by the military units are a brilliant way for pilots and clubs to engage with each other and the military to exchange information about such things as aeros boxes etc, so I highly recommend asking your local military ATC when they are holding the next one and going along to participate (and also enjoy the usual free lunch that's included!). ■

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