



AIRPROX *Insight*

DIRECTOR UKAB'S MONTHLY UPDATE

May 2018



AIRPROX OF THE MONTH

It's good to talk

And it can help if you're on the same wavelength

How do you select the right Air Traffic Service in busy airspace? Here's a case in point ([Airprox 2017280](#)) in which a Chipmunk and Cessna 172 on different frequencies came very close to each other near Luton.

The Chipmunk pilot was in a straight-and-level cruise and looking at a ground feature to his left. After about 15 seconds he looked ahead and saw the Cessna flying

slightly lower in the opposite direction. He made a hard pull-up and the C172 passed below without appearing to take any avoiding action. The pilot assessed the risk of collision as 'high' and said he had not been closer to another aircraft, apart from in formation, in 40 years of professional flying.

For his part, the C172 instructor said he was in a straight-and-level cruise with a

student when he noticed an approaching aircraft at 1 o'clock, which he could see was going to pass to the right and above. He assessed that there was no risk of collision, but was not comfortable with its proximity so took control, lowered the nose, reduced altitude by 200ft and turned slightly to the left.

As the other aircraft passed by he noticed that its pilot turned to his left. The instructor

pointed out the aircraft to the student and they later discussed the importance of the constant 'Lookout, Attitude, Instruments' workflow. The instructor said that at the time of the manoeuvre the other aircraft was far enough away that he could not observe any minor detail, such as colour, type or registration. He could only see a darkish, single-engine, low-wing aircraft.

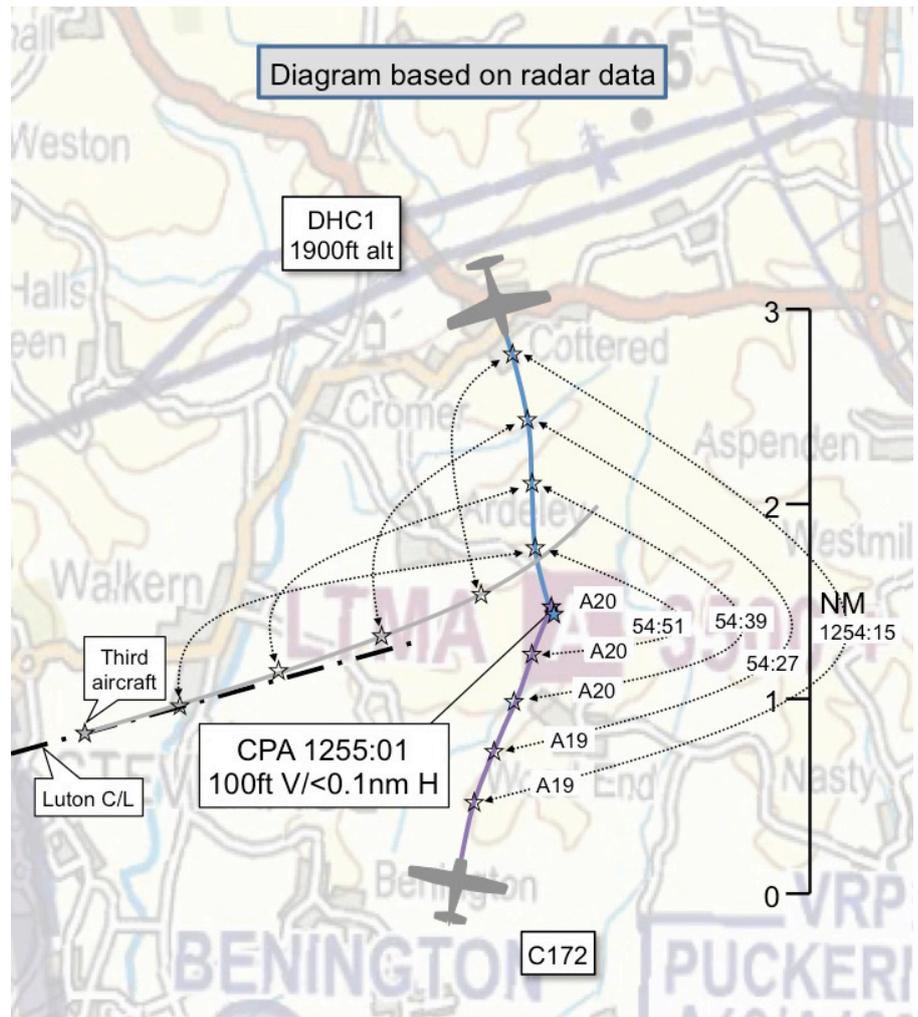
Because it was at a distance, the vertical separation was increased and there was no risk of collision, he did not deem it to be a reportable Airprox, so didn't report it to Farnborough North. In fact, the Board determined that the C172 had not seen the Chipmunk but a different aircraft further away just prior to the incident with the Chipmunk.

The C172 was under only a Basic Service with Farnborough LARS, while the Chipmunk was on Luton's Listening Squawk frequency; if they had been on the same frequency there was a chance they might have been aware of each other and, even better, if they had used a Traffic Service then they would have received specific information.

This raises the old conundrum of whether Farnborough LARS could have given a service if they were busy, the very time that you really want one. The C172 pilot may not have asked for a Traffic Service because he was instructing, or might have thought that he wouldn't be likely to get a service – but if you don't ask, you definitely won't.

The Chipmunk pilot's decision to 'listen out' with Luton meant there was little possibility of him obtaining Traffic Information while doing so because it's only intended as a means of warning about nearby airspace that he might be about to infringe, not about other aircraft he might be in conflict with.

The Board acknowledged there were many factors in managing each sortie, and there was a balance to be made between using Frequency Monitoring Codes and LARS; nevertheless, in conditions of less than ideal visibility, or for sorties involving a high workload or activities which might detract from an effective lookout (such as an air test or aerobatics), it was well worth requesting a Traffic Service if possible.



Full details 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 April 2018 meeting, the Airprox Board assessed 25 incidents of which 19 were aircraft-to-aircraft, with nine assessed as having a definite risk of collision (two were Category A where providence played a major part, and seven were Category B where safety was much reduced due to serendipity, misjudgement, inaction, or late sighting).

The dominant themes were poor/incomplete planning by pilots who should have been able to avoid the resulting situation by applying more thought to their routing or actions (11 incidents); poor/incomplete situational awareness (also in 11 events) probably resulting from the former lack of planning in some cases; nine involving late- or non-sightings; pilots not fully following procedures in six incidents; in four events there was poor integration by pilots and/or controllers; and three where

pilots could have asked for a better Air Traffic /Service (i.e. a Traffic Service) in busy airspace.

The Board made three GA-related recommendations during the meeting: 1) 'Lee-on-Solent to include information in their AIP entry to highlight the possibility of glider traffic crossing the centreline and the existence of a glider landing strip on the north-western side of the main runway' as a result of a glider crossing in front of a DA40 on finals; 2) 'The Avon Hang Gliding & Paragliding Club and SPTA Ops to refresh their LoA to cover usage of the Bratton launch site and how that information is conveyed' after a Hawk pilot flew through a number of paragliders that he didn't know were there; and 3) 'HQ Air Command review the radio procedures for CGS operations from Syerston' when a tug/glider combination climbing to 6000ft encountered a PA-38 orbiting at 3,000ft that was talking to East Midlands. ■

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