

**Avoiding collisions** – a monthly update from Director UK Airprox Board giving some learning themes for recreational pilots.

The UK Airprox Board reviewed 24 Airprox this month; three of these were collision risk Category A (situations that stopped just short of an actual collision) and six were Category B (situations where avoiding action may have been taken to prevent a collision, but still resulted in safety margins much reduced below the normal). Three of the 24 incidents were drone Airprox. Aside from the drone incidents, the clear theme of the month was poor airmanship decisions in one form or other; 14 incidents saw poor Airmanship choices including not complying with clearances, not following procedures and a couple of incidents where pilots did not take action when given Traffic Information by ATC.

My ongoing top theme remains pilot vigilance and situational awareness in the visual circuit. There were seven Airprox in this environment this month, (including one where a helicopter landed without clearance over the top of an aircraft that was rolling for take-off); most of these incidents could have been averted by better pilot-to-pilot or pilot-to-controller communication; following procedures; integrating better; or not pressing on when you do not have sufficient situational awareness about other aircraft in the circuit.

My *Airprox of the month* this month was a Category A incident that occurred when an A109 encountered a Skyranger microlight at about 2000ft as the A109 was conducting a procedural approach to Yeovil in cloud layers from 1500-3000ft. Yeovil had no radar, and were providing only a Basic Service to both aircraft. The Board wondered whether the Skyranger pilot would have been better placed in seeking a Traffic Service from Yeovilton (which does have radar and offers a LARS service). They also questioned the wisdom of the A109 pilots both conducting head-in tasks and checks when they had just been given Traffic Information on the Skyranger by the Yeovil controller. There are 2 clear lessons: seek a suitable service from a LARS unit whenever possible, especially when transiting in marginal weather conditions; and prioritise tasks carefully to maintain a good lookout at all times – particularly if you've been given Traffic Information on a potential threat aircraft. The full report of this incident (**Airprox 2016001**) can be found on the UKAB website at ([www.airproxboard.org.uk](http://www.airproxboard.org.uk)) in the 'Airprox Reports and Analysis' section.

