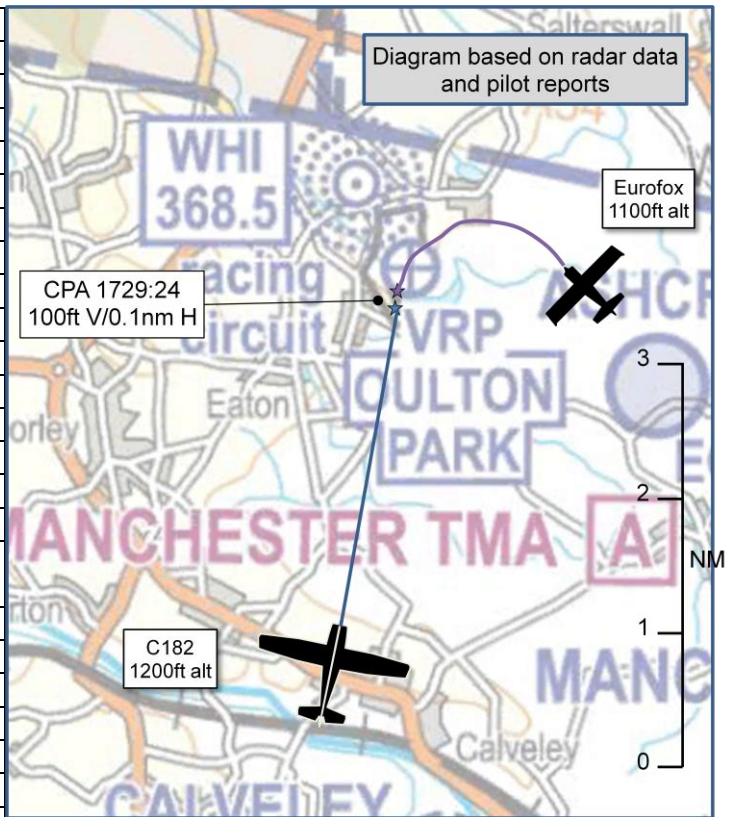


AIRPROX REPORT No 2015092

Date: 23 Jun 2015 Time: 1729Z Position: 5311N 0238W Location: Oulton Park

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	C182	Eurofox
Operator	Civ Club	Civ Pte
Airspace	FIR	FIR
Class	G	G
Rules	VFR	VFR
Service	Basic	A/G
Provider	Liverpool	Ashcroft
Altitude/FL	1200ft	1100ft
Transponder	A,C,S	A,C,S
Reported		
Colours	White	White
Lighting	HISL	HISL
Conditions	VMC	VMC
Visibility	>10km	>10km
Altitude/FL	1400ft	700ft
Altimeter	QNH (1018hPa)	QFE
Heading	360°	180
Speed	127kt	60kts
ACAS/TAS	Other TAS	Not fitted
Alert	TA	N/A
Separation		
Reported	200ft V/100m H	NK
Recorded	100ft V/0.1nm H	



THE C182 PILOT reports approaching Oulton Park from the south receiving a Basic Service from Liverpool. He was listening out on the frequency some 5 minutes before calling Liverpool in order to build situational awareness and was aware of a helicopter flying into Hawarden from the east, and so was maintaining a good lookout for this aircraft. He was using a portable PCAS unit which seemed to give indications which correlated with the helicopter traffic which he had in sight, and he was not aware of any other threats. On playback of the cockpit video the next day, he noticed an unknown and unseen aircraft passing beneath him almost head-on from right to left. He assumed this aircraft was flying south down the low-level route.

He assessed the risk of collision as 'High'.

THE EUROFOX PILOT reports returning to Ashcroft after a short (50min) local flight. He approached the airfield from the southwest having made an announcement on the designated frequency 5 miles out and joined overhead at 1500ft. He assessed the windsock and elected to land on RW09. He announced his position overhead and in descent to the north for a left hand on RW09. He descended to the north joining downwind, flew out to Oulton lake and turned onto base. As he was turning onto final his passenger commented on another aircraft in close proximity, but because he was looking towards the runway he did not see the aircraft, however he did instinctively tighten his turn slightly. The aircraft landed normally and he took no reporting action.

THE LIVERPOOL CONTROLLER reports providing a Basic Service to the C182 outside controlled airspace. He was given a standard joining clearance, together with a squawk of 5050. He questioned the pilot whether he was approaching Oulton Park and, after an affirmative answer, warned of traffic in the vicinity on a 7000 squawk. The pilot replied he had the Hawarden traffic in

sight, although this was not the traffic in question. The next day the pilot called to state he would be filing an Airprox on an unknown aircraft.

Factual Background

The Liverpool weather at the time of the incident was:

METAR EGGP 231720Z 30007KT 270V340 CAVOK 17/10 Q1018

The C182 pilot provided a screen grab of his cockpit video, showing the other aircraft at bottom right, apparently in a left turn:



Analysis and Investigation

CAA ATSI

ATSI had access to one pilot report, the Swanwick Radar recording and recordings of the relevant radio frequencies. The pilot of the C182 reports listening in to the Liverpool frequency for 5 minutes prior to establishing contact. At 1724:50 a clearance to join controlled airspace via Oulton Park was issued by Liverpool. A Basic Service was agreed outside Controlled Airspace and the C182 was given a SSR code of 5050. The issuance of such a code does not constitute the provision of a surveillance related service¹. The C182 reported at Oulton Park at 1728:48 but it was approximately 20 seconds before this was acknowledged by the controller. When the call was acknowledged generic traffic information was passed to advise the C182 of traffic in the vicinity that was not working Liverpool. CPA occurred at 1729:27, vertical 100ft and approximately 0.1NM horizontally (Figure 1). Oulton Park VRP is approximately 1 NM southeast of the Liverpool CTR (Figure 2). The unknown aircraft had been routing eastbound until approximately 2 minutes prior to the reported Airprox, when it had turned left onto a westerly track. Under a Basic Service a controller is not required to monitor a flight. Whether traffic information has been provided or not, the pilot remains responsible for collision avoidance without assistance from the controller.²

¹ CAP493 Section 1 Chapter 12 para 2D.

² CAP493 Section 1 Chapter 12 para 2E.5

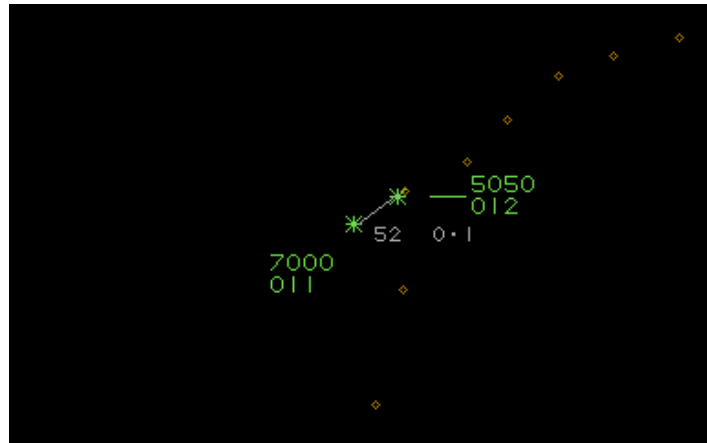


Figure 1 – CPA – Swanwick MRT at 1729:27

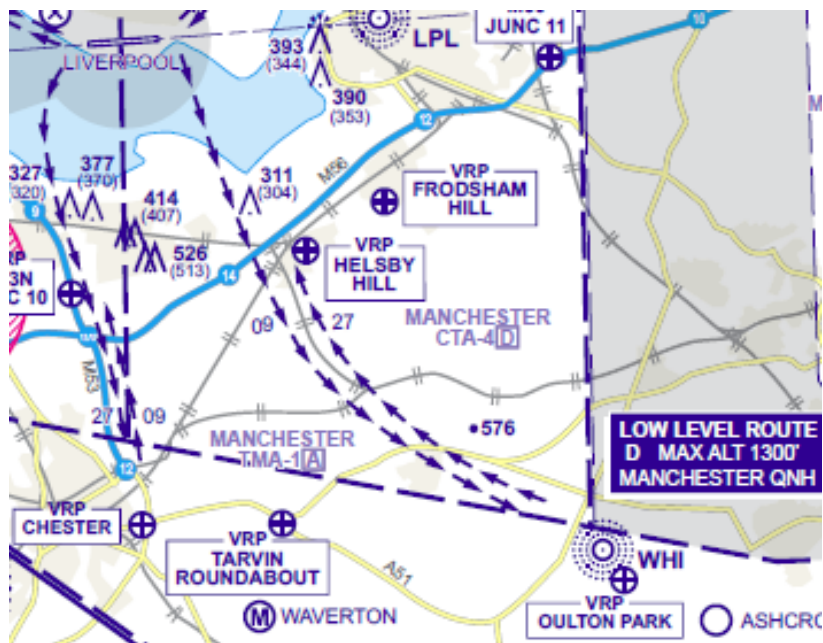


Figure 2

UKAB Secretariat

The C182 and Eurofox pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard³. If the incident geometry is considered as converging then the C182 pilot was required to give way to the Eurofox⁴.

Summary

An Airprox was reported when a C182 and a Eurofox flew into proximity at 1725 on Tuesday 23rd June 2015. The pilot of the C182 was operating under VFR in VMC, in receipt of a Basic Service from Liverpool; the Eurofox pilot was conducting circuits at Ashcroft airfield.

³ SERA.3205 Proximity.

⁴ SERA.3210 Right-of-way (c) (2) Converging.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from the pilots of both aircraft, transcripts of the relevant RT frequencies, radar photographs/video recordings, reports from the air traffic controllers involved and reports from the appropriate ATC and operating authorities.

The Board first addressed the actions of the C182 pilot and commended him for actively building his situational awareness by keeping a listening watch. However, having contacted Liverpool and been warned that there was traffic in his vicinity; he had assumed (incorrectly) that an aircraft that he had acquired visually was the traffic in question. This assumption was backed up and reinforced by indications on his PCAS receiver, and by transmissions that he had heard relating to an aircraft routing across his track en-route to Hawarden. His incorrect mental model of what was going on had thus lulled him into focusing his attention solely on that aircraft, probably at the expense of maintaining a fulsome lookout elsewhere. That being said, it was noted that the relative positions of the two aircraft meant that the Eurofox would probably have been obscured by his instrument panel anyway, and this in itself was a reminder to all of the need to proactively search the surrounding area for other aircraft, and to regularly manoeuvre the aircraft to uncover any blind spots caused by such obscuration.

For his part, the Eurofox pilot was operating in the Ashcroft circuit, some 2 miles south-east of the Oulton Park VRP. Members commented that, although the aircraft had every right to be there, it appeared that the Eurofox pilot had somewhat extended his circuit and, if this appeared to be the case, although no doubt concentrating on his circuit procedures, extra vigilance was required in the proximity of the Oulton VRP given that this was a likely place for other aircraft to route to in what was fairly busy Class G airspace.

In considering the cause of the Airprox, the Board noted that neither pilot had seen each other and that this was the reason they had come into proximity. The Board were fortunate that the C182 pilot had provided video of the encounter and, in examining this video; members agreed that safety margins had been much reduced below the norm.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: A non-sighting by both pilots.

Degree of Risk: B.