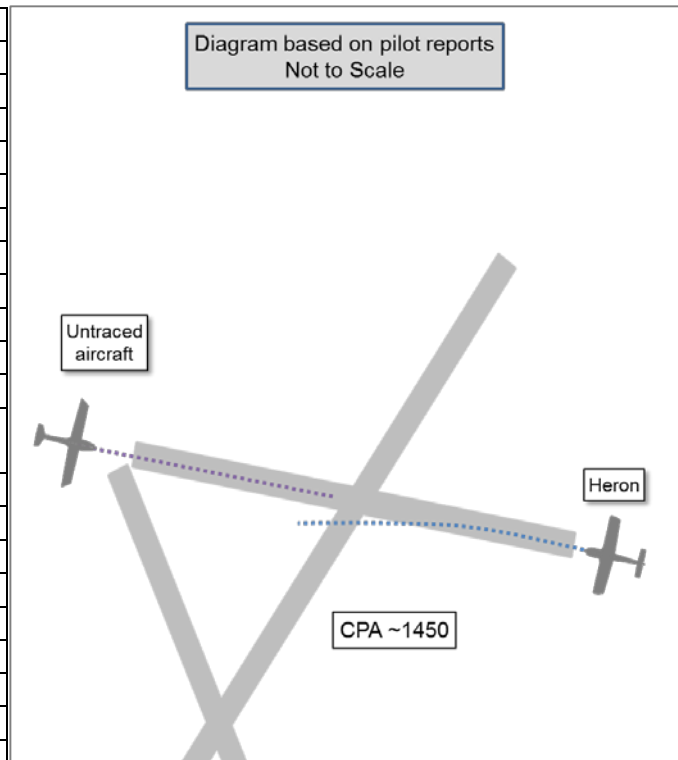


AIRPROX REPORT No 2015216

Date: 13 Dec 2015 Time: 1450Z Position: 5624N 00311W Location: Errol airfield

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	Grob Heron	Light aircraft
Operator	Civ Trg	Unknown
Airspace	Scottish FIR	Scottish FIR
Class	G	G
Rules	VFR	
Service	Basic	
Provider	Dundee	
Altitude/FL	NK	
Transponder	Not recorded	Not recorded
Reported		Not reported
Colours	White	
Lighting	HISL, nav, landing	
Conditions	VMC	
Visibility	25km	
Altitude/FL	600ft	
Altimeter	QNH (1019hPa)	
Heading	260°	
Speed	80kt	
ACAS/TAS	Not fitted	
Separation		
Reported	100ft V/0.1nm H	
Recorded		NK



THE HERON PILOT reports conducting an instructional sortie, with the student carrying out left hand circuits to the westerly runway at Errol airfield for low approaches to go-around and making calls on the airfield frequency. As they were on a go-around, passing 600ft and slightly left (South) of runway track, the instructor saw an aircraft making a diving run at the easterly runway ahead of them at a similar level and slightly to the right. He described the aircraft as a low-wing, single-engine piston type, possibly of modern composite design. He took control, increased the rate of climb, and made a climbing left turn. He then turned out of the circuit and climbed above circuit altitude to get a view of the other aircraft in case it had positioned onto the easterly runway right hand circuit, which would have put them into further conflict. He became visual with the other aircraft, apparently finishing a low-level high-speed 'beat-up' of the runway. He observed birds on runway become airborne and scattering. The other aircraft then departed to the north. The instructor made 3 RT calls requesting anyone else on frequency to identify themselves and that an aircraft had approached the easterly runway and into conflict. There was no reply so he contacted Dundee and asked if they were working anyone, to which they replied they were not. The instructor reported the Airprox on RT and returned to the Dundee ATZ.

He assessed the risk of collision as 'Medium'.

THE LIGHT AIRCRAFT PILOT: The light aircraft pilot could not be traced.

THE DUNDEE CONTROLLER reports the Heron pilot, on a PFL detail at Errol and in receipt of a Basic Service, ask if Dundee was working an aircraft in the Errol area. The controller confirmed that the only pilots in receipt of a FIS in the Errol area were Heron aircraft pilots from the same flying training organisation. The Heron pilot reported that he came 'quite close' to another aircraft. When asked if he wished to file an Airprox, he confirmed that he did. The controller contacted both Leuchars

Radar and Perth Radio about possible aircraft on their frequencies. Neither had any traffic in that area. Details were also passed to the Prestwick Centre Watch Manager.

Factual Background

The weather at Dundee was recorded as follows:

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METAR EGNP 131420Z 30002KT 9999 SCT032 01/M01 Q1018=  
METAR EGNP 131450Z 31001KT 9999 SCT034 01/M00 Q1018=
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Analysis and Investigation

CAA ATSI

The Heron pilot departed Dundee for general handling with a trainee in the Errol area, which was reported to Dundee ATC, who provided a Basic Service. The pilot then elected to complete practice approaches at the airfield, advising Dundee that he would be operating in the Errol overhead up to 1500ft. A number of other aircraft from the same flight training school were reported to be in the same location for the same purpose. A further unknown aircraft completed an approach at the opposite end of the airfield from the reporter, apparently against the flow of traffic at the time.

Errol is an airfield in the Scottish FIR Class G airspace, notified for the purposes of Parachute Jumping. This activity is notified to Prestwick, RAF Leuchars and Dundee ATC. There apparently exists a local agreement with the owner for other aircraft to make visual approaches when parachuting is not notified. It is reported that such aircraft are listening out, and possibly expected to make calls on the frequency notified for the local parachute club. No such calls were heard by the reporter.

Neither Dundee nor Leuchars ATC were aware of any other such aircraft completing such a manoeuvre. Dundee ATC provides air traffic services without a surveillance capability. NATS radar recordings did not show any aircraft in the area at that time.

UKAB Secretariat

The Heron and light aircraft pilots shared an equal responsibility for collision avoidance and not to operate in such proximity to other aircraft as to create a collision hazard¹. An aircraft operated on or in the vicinity of an aerodrome shall conform with or avoid the pattern of traffic formed by other aircraft in operation². Area radar recording did not show aircraft tracks in the vicinity of Errol aerodrome at or around CPA. It was considered likely that this was due to the Airprox aircraft being below the base of radar cover in that location.

Summary

An Airprox was reported when a Grob Heron and an unknown light aircraft flew into proximity at about 1450 on Sunday 13th December 2015. The Heron pilot was operating under VFR in VMC, as was most likely the light aircraft pilot. The Heron pilot was in receipt of a Basic Service from Dundee and the light aircraft pilot was apparently not in receipt of a FIS.

¹ SERA.3205 Proximity.

² SERA.3225 Operation on and in the Vicinity of an Aerodrome.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of a report from the Heron pilot and air traffic controller involved, radar photographs/video recordings and a report from the appropriate ATC authority.

The Board agreed that although there was a dearth of recorded information, the location and use of Errol airfield was well known, especially in the local area, and was marked on the VFR chart, as was the contact frequency. It was felt likely that the untraced pilot may have been unaware of the Heron pilots operating at Errol, but members reiterated the need for effective communication and wondered why the untraced light aircraft pilot had made an approach to Errol airfield without transmitting his intentions on the promulgated frequency. Members agreed that the Airprox had been caused by the untraced aircraft pilot flying through a promulgated airfield and into conflict with the Heron, that was already in the pattern of traffic, but, after a lengthy debate, felt that without any radar recordings, or a report from the other pilot, there was not enough information with which to make a meaningful finding of risk.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The untraced aircraft pilot flew through a promulgated airfield and into conflict with the Heron.

Degree of Risk: D.