



The UK AIP ENR 5-6 (Bird Migration And Areas With Sensitive Fauna), Section 3 (Bird Sanctuaries), paragraph 3.2 states:

‘Pilots are specifically requested to avoid the Bird Sanctuaries listed below, especially during any stated breeding season.’

Identification and Name Lateral Limits	Upper Limit (ft) Lower Limit (ft)	Remarks
<b>Otmoor</b> A circle 1 nm radius centred on 514918N 0011038W.	2000 ft ALT SFC	Pilots are requested to avoid the area throughout the year.

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## **PART B: SUMMARY OF THE BOARD'S DISCUSSIONS**

Information available included reports from the pilots of both ac, a glider log file and radar photographs/video recordings.

Both pilots were operating under VFR in class G airspace and were equally responsible to ‘see and avoid’. The glider pilot had right of way. The weather conditions were suitable for VFR flight and afforded both pilots the opportunity to see the other ac in time to avoid.

Noting that there were no really good options in this area, Members discussed the planning factors relevant to the Beech Baron pilot’s transit. If available, the use of an ATS may have afforded him more specific SA on the glider traffic. His routing took him through the ‘pinch point’ between Weston on the Green, Bicester (both areas of intense glider activity) and Benson whereas a route to the E of Benson would have avoided the ‘pinch point’ and kept him clear of the Oxford AIAA. Finally, cruising at a relatively high airspeed reduces the time available to ‘see and avoid’ much slower aircraft. Members also opined that the ASH 25 pilot may have been better served by selecting the radio on and establishing an ATS when in an area of high activity, such as within the Oxford AIAA. A pilot Member observed that the Bird Sanctuary at Otmoor reduced an already narrow corridor still further but that it had a vertical limit of 2000ft. Pilot Members further opined that pilots with limited experience and/or currency occasionally planned their flights in a ‘2D’ manner, routing around airspace, avoids and warnings, and that it behoved all pilots to ‘think 3D’, especially when planning to transit through constrained areas.

The Board next considered the Cause and Risk and determined that neither pilot had been able to ‘see and avoid’; the Beech pilot did not witness the Airprox and the ASH 25 pilot saw the Beech too late to take avoiding action. Considering the ASH 25 pilot heard as well as saw the Beech, and was able to see its identification letters, the Board concluded that separation was reduced to the bare minimum and that the ac had avoided collision by providence alone. As such, there were no safety barriers remaining.

## **PART C: ASSESSMENT OF CAUSE AND RISK**

Cause: A non-sighting by the Beech Baron pilot and effectively a non-sighting by the ASH 25 pilot.

Degree of Risk: A.

ERC Score: 500.