

## **AIRPROX REPORT No 2012128**

**Date/Time:** 18 Aug 2012 1503Z (Saturday)

**Position:** 5054N 00046W  
(Chichester/Goodwood A/D  
elev 110ft)

**Airspace:** Goodwood ATZ (Class: G)

**Reporting Ac** **Reported Ac**

**Type:** DR400 PA28

**Operator:** Civ Club Civ Pte

**Alt/FL:** 1250ft 1500ft  
QFE (1011hPa) QNH (1014hPa)

**Weather:** VMC CAVOK VMC CLBC

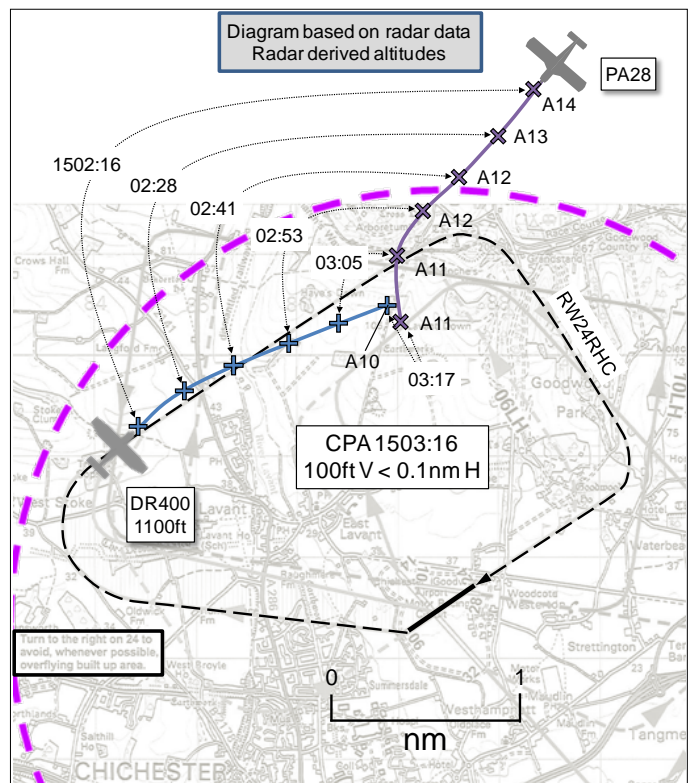
**Visibility:** >10km 10km

**Reported Separation:**

100ft V/0ft H 100ft V/100ft H

**Recorded Separation:**

100ft V/<0.1nm H



## **PART A: SUMMARY OF INFORMATION REPORTED TO UKAB**

**THE DR400 PILOT** reports flying his first solo flight in 5 years, having agreed with his instructor that he would complete some 'practice circuits' if he felt confident enough after his 'first solo'. He had undertaken PPL training previously, but not to completion. He was operating under VFR with a BS from the Goodwood FISO [Goodwood Information 122.450MHz]. The ac was coloured blue and white with navigation lights, strobe lights and landing light selected on. The SSR transponder was selected on with the VFR squawk and Modes 3/A, C and S. The ac is not fitted with an ACAS. He climbed on a W'yly heading [from T/O on RW24 RHC] and commenced a gentle climbing [R] turn to be at height 1200ft [QFE 1011hPa] as he commenced the DW leg. Almost immediately after his DW RT call, advising his intention of a 'touch and go', he heard another ac call DW [this ac was a C172 that had just joined crosswind and was positioning ahead in a shorter cct pattern]. As he was not visual with the ac and, concerned that it might be close to him, he maintained 'a very good lookout'. As he approached [the end of the DW leg] he saw a blue and gold PA28 at a range of 300-500m in his 10 o'clock position at almost exactly the same height, tracking at 90° to him. He watched the other ac descend slowly and pass about 100ft below him, disappearing under the leading edge of the L wing and emerging in a climb from under the trailing edge of the R wing. He believed the other ac had passed directly underneath him. He watched the conflicting ac climb above and behind him and then lost sight of it. He stated that [the FISO] tried repeatedly to contact the other ac, calling "aircraft to the north of Goodwood report your callsign", or words to that effect. The DR400 pilot decided that he would land, as he was far more stressed by the event than he had at first realised.

After landing he recounted the event to his instructor who stated that [the FISO] would speak to the pilot of the conflicting ac. The instructor did not feel he should formally report the incident.

He stated that the other ac entered the Goodwood ATZ at cct height without prior RT contact and that it crossed what is frequently either the DW or base leg over a well known local landmark. He considered the height and proximity of the conflicting ac to a known landmark within the cct pattern to be poor airmanship.

He assessed the risk as 'Medium'.

**THE PA28 PILOT** reports flying en-route from Fair Oaks A/D to Goodwood A/D, operating under VFR with a BS from Farnborough Radar [125.250Mhz]. The blue and grey coloured ac had navigation lights and strobe lights selected on. The SSR transponder was selected on with Modes 3/A and C. Neither Mode S nor an ACAS were fitted. At the town of Midhurst, about 5nm N of the Goodwood ATZ, he called Farnborough Radar in order to change frequency to Goodwood Information. His request went unanswered and despite repeated calls he was not able to re-establish two-way contact. He heard a pilot in another ac relay his call to Farnborough Radar but he did not hear a reply. As he was just about to enter the Goodwood ATZ, heading 209° at 90kt, he gave up calling Farnborough and switched to Goodwood. He then saw a Robin DR400 in his 1 o'clock position at a range of 60m and about 100ft above, travelling from R to L. He judged that neither he nor the DR400 pilot needed to alter course and he passed beneath the other ac.

He stated that passing Midhurst he was 'organised to speak to Goodwood' for joining instructions and that, had he not been distracted calling Farnborough, he would have received joining instructions and TI and have been able to 'leave greater passing clearance'.

He noted that when he left Goodwood later he could not contact Farnborough along the south coast. He managed to raise Farnborough East en-route to Fair Oaks.

He stated that the ac radio was working fine and that Lydd Approach later confirmed that the transponder was also working properly. He could hear Farnborough Radar in conversation with other traffic.

He assessed the risk as 'Medium'.

**THE GOODWOOD FISO** reports that neither he, nor the other FISO on duty that day, recalled anyone telling them they were filing an Airprox report.

RW24 RHC was in use and the subject PA28 was expected into Goodwood that day. The FISO was talking to cct traffic when he noticed an ac entering the ATZ from the N, the pilot of which was not talking to him. He identified the ac through binoculars as one that had previously been based at Goodwood and assumed it was the subject PA28.

A school ac also saw the conflicting PA28 and made it known to the FISO, who made a couple of calls to the ac without response. The FISO informed the DW DR400 of the conflicting traffic, to which the pilot replied that he was visual. The FISO eventually made contact with the PA28 pilot, who stated that he had been trying to make two way contact with Farnborough to leave their frequency but could not make contact. The FISO suggested he leave the ATZ and rejoin the cct O/H and that he would contact Farnborough for him. This was acknowledged by the PA28 pilot.

The DW DR400 and the PA28 looked to come reasonably close but not close enough to warrant evasive action. The FISO did not recall whether the DR400 pilot took such action but he had several ac in the air and on the ground to watch and could not be certain. Nothing was said on the radio to that effect. He could not assess the PA28's height when it entered the ATZ.

**ATSI** reports that the Airprox occurred at 1503:16 UTC, 1.6nm N of Chichester/Goodwood A/D, within Class G airspace and inside the ATZ. The Goodwood ATZ comprises a circle radius 2nm, centred on the midpoint of RW14R/32L and extending to a height of 2000ft above aerodrome level (elevation 110ft).

The Robin DR400 (DR400) was flown by a solo student pilot, operating VFR from Goodwood A/D in the visual cct for RW24 RHC and in receipt of a BS from the Goodwood FISO. The Piper PA-28-161 (PA28) was operating on a VFR flight inbound to Goodwood from Fair Oaks and was in receipt of a BS from Farnborough Radar.

Goodwood is promulgated as providing an AFIS within the published hours of operation. RW24 RHC was in use. The FISO workload was assessed as medium/heavy. The AIP entry for Goodwood, AD 2 EGHR AD 2.22 – Flight Procedures, states:

- a. Fixed-wing circuit height 1200 ft or as directed by ATS.
- b. Fixed-wing standard join is overhead at 2000ft. 'Straight-in' and 'base' joins are strongly discouraged when the circuit is active. ATS can advise on circuit status. Outside ATS hours or after sunset, overhead join is mandatory.

ATSI had access to RTF recording from Goodwood and Farnborough LARS(W), area radar recording and written reports from both pilots together with a written report from the Goodwood FISO. The Goodwood RTF recording was voice activated and not continuous. A minor adjustment was made to the RTF time injection to align it with that of the radar recording.

In the absence of Goodwood weather, the METAR for Shoreham is provided:  
METAR EGKA 181520Z 23008KT CAVOK 23/20 Q1015=  
METAR EGKA 181450Z NIL=  
METAR EGKA 181420Z 22009KT 9999 FEW008 22/19 Q1015=

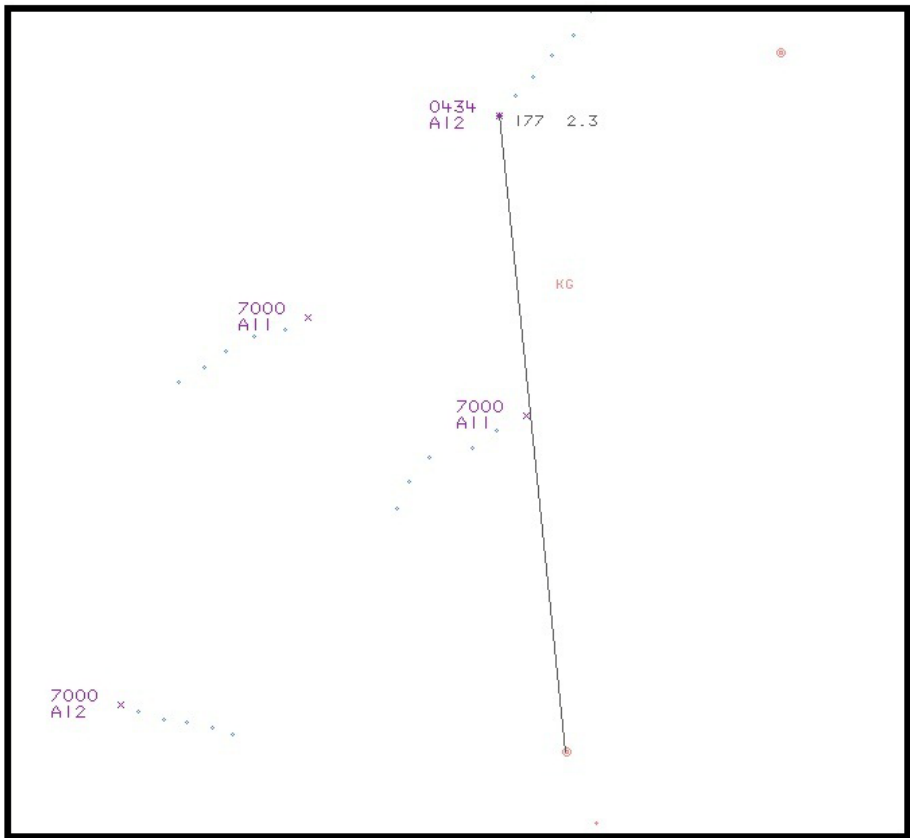
At 1443, the PA28 contacted Farnborough LARS(W) as it departed from Fairoaks. A BS was agreed and the PA28 was assigned a squawk. The Farnborough controller suggested not above 2400ft to remain clear of the London TMA. There was no further RT contact between the PA28 and Farnborough Radar. At 1455, radar showed the PA28 to be 13nm NNW of Goodwood at 2400ft.

The PA28 pilot's written report indicated that when approaching 5nm NW of Goodwood he attempted to contact Farnborough to change frequency. At 1500:47, the PA28 was 5nm NNE of Goodwood in a slow descent passing 2000ft.

At 1502:20, an ac reported to the Farnborough controller that the PA28 seemed to be calling Farnborough, requesting a change of frequency to the Goodwood frequency of 122.450MHz. The Farnborough controller asked this ac to relay a message approving the change of frequency and to squawk 7000. No further transmissions were heard from the PA28 or the relay ac on the Farnborough frequency. It was not clear if the PA28 pilot had received the relayed message. The PA28 was shown 3nm N of Goodwood at 1400ft.

At 1502:26, the DR400 pilot reported turning DW for a touch and go and was instructed by the FISO to report final with one ahead, a C172 that had just joined crosswind and was positioning ahead in a shorter cct pattern.

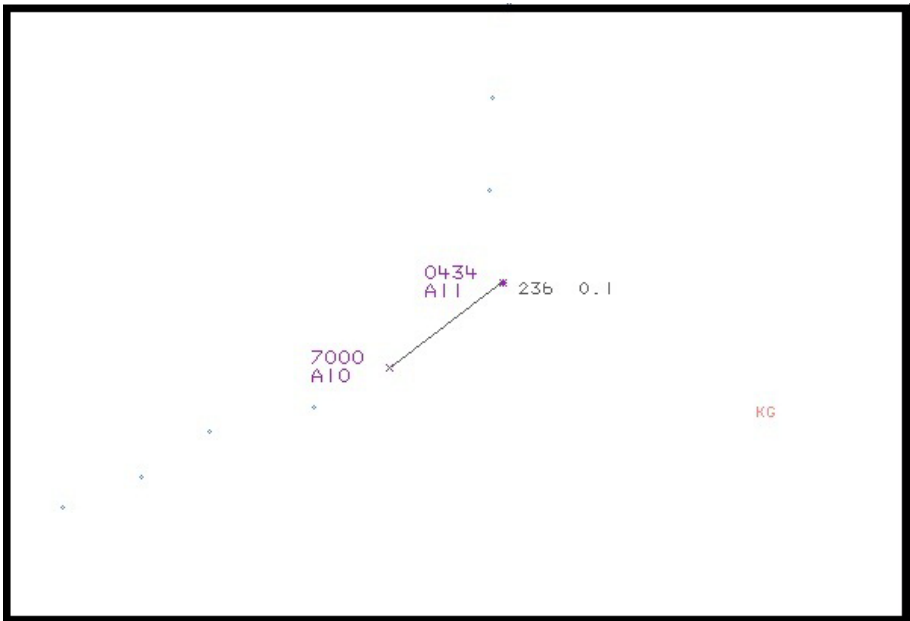
At 1502:57 the C172 reported tight DW, turning onto base leg in front of an ac [the subject PA28] turning onto base leg for RW24. The FISO acknowledged and reported sighting the southbound unknown ac. The PA28 was 2.3nm N of Goodwood, approaching the ATZ at 1200ft as shown in radar print 1.



Print 1 – 1502:57

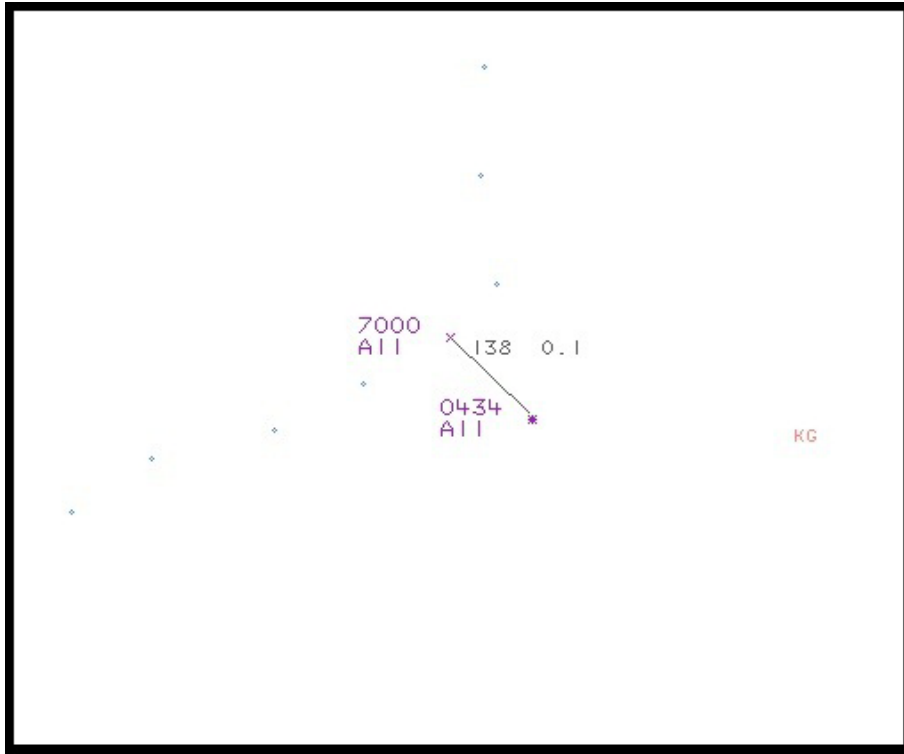
At this point the PA28 was on a reciprocal track to the DR400 at a range of 1nm. The Goodwood FISO transmitted, “Aircraft to the north of Goodwood callsign please.” The DR400 pilot, who was N of the A/D responded and the FISO passed TI on the PA28, which the DR400 pilot reported in sight.

At 1503:14 radar print 2 (below) shows that the PA28 pilot had turned onto a S'ly track, inside the ATZ, and crossed 0.1nm ahead of the DR400.



Print 2 – 1503:14

Print 3 below, shows the DR400 passing 0.1nm behind the PA28 at 1503:18 and the CPA was considered to have occurred between radar sweeps at 1503:16.



Print 3 – 1503:18

The FISO, suspecting that the conflicting ac was one that had previously obtained PPR, transmitted again using the PA28 pilot's callsign and suggested that he exit the ATZ and come back to the O/H.

At 1503:46, the PA28 pilot responded, *"Yes I need to join the hold to change frequency with Farnborough they're not responding"*. The FISO advised the PA28 pilot that he needed to remain outside the ATZ for a frequency change and before talking to Goodwood. The FISO suggested that the PA28 route N to exit the ATZ and if unable to contact Farnborough the FISO would phone Farnborough to advise them. The PA28 pilot turned L and commenced a climb to leave the ATZ at 2000ft before rejoining O/H.

The loss of two way communication with Farnborough together with the relayed message was likely to have been a contributory factor. The PA28 pilot reported that he was distracted by his inability to communicate with Farnborough LARS(W), but was aware that he was approaching Goodwood. It was not clear why he descended from 2400ft to cct height on a direct track into the ATZ, without first contacting Goodwood Information. The RoA, Rule 45 (4) states:

'If the aerodrome has a flight information service unit the commander shall obtain information from the flight information service unit to enable the flight to be conducted safely within the zone.'

The RoA Rule 12(a) states:

'..that the commander shall... conform to the pattern of traffic formed by other aircraft intending to land at that aerodrome or keep clear of the airspace in which the pattern is formed...'

The Airprox occurred when the PA28 pilot entered the Goodwood ATZ and cct pattern without first contacting Goodwood AFIS to obtain information. This resulted in the PA28 pilot flying into close proximity with the DR400 ac which was DW in the cct. The PA28 pilot was distracted by the loss of two way communication with Farnborough and this was considered to be a contributory factor.

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

Information available included reports from the pilots of both ac, radar photographs/video recordings and a report from the FISO involved.

The Board commented unanimously on the actions of the PA28 pilot, particularly with respect to his airmanship and forethought. It was agreed that his pre-occupation with making contact with Farnborough had lead to him entering the Goodwood ATZ unannounced and that he had not made an effective plan to do so. Members opined that had he simply made a 'blind' call to the Farnborough controller, advising of his intentions to leave the frequency, and maintained height he could have remained clear of the Goodwood ATZ whilst establishing contact with the FISO. He would then have been in a position to effect a standard O/H join and probably have remained clear of Goodwood cct traffic. As it was, he descended to cct level and entered the ATZ, into conflict with cct traffic, without contacting the Goodwood FISO.

Several Members were of the opinion that there had been a high degree of risk and that safety margins were much reduced. Others took the view that the DR400 pilot had first seen the PA28 at a range of 300-500m and assessed that no avoiding action was necessary. The PA28 pilot saw the DR400 somewhat later but both pilots agreed that the vertical separation was 100ft and this was confirmed by the radar. Since both pilots had time and space to carry out at least a degree of avoiding action, should that have been necessary, but did not do so, the Members agreed by the narrowest of majorities that this incident did not warrant a risk category of B.

Finally, the Board commented on the misplaced advice from the DR400 pilot's instructor that he did not need to formally report this incident. Members were unable to reconcile that advice with the DR400 pilot's report and reiterated the need for open, honest and comprehensive submission of Airprox in order to enhance safety of flight.

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

Cause: The PA28 pilot entered the ATZ without first obtaining information from the FISO, in contravention of Rule 45, and flew into conflict with the DR400 downwind.

Degree of Risk: C.