



AIRPROX *Insight*

DIRECTOR UKAB'S MONTHLY UPDATE

March 2022

EGBG

LEICESTER

469ft AMSL

N52 36.47 W001 01.92

4 nm ESE of Leicester.

HON 113.65 057 27.7

DTY 116.40 007 25.9

c/s Leicester Radio 122.130 A/G | NDB 'LE' 383.50 (On A/D range 10 nm)

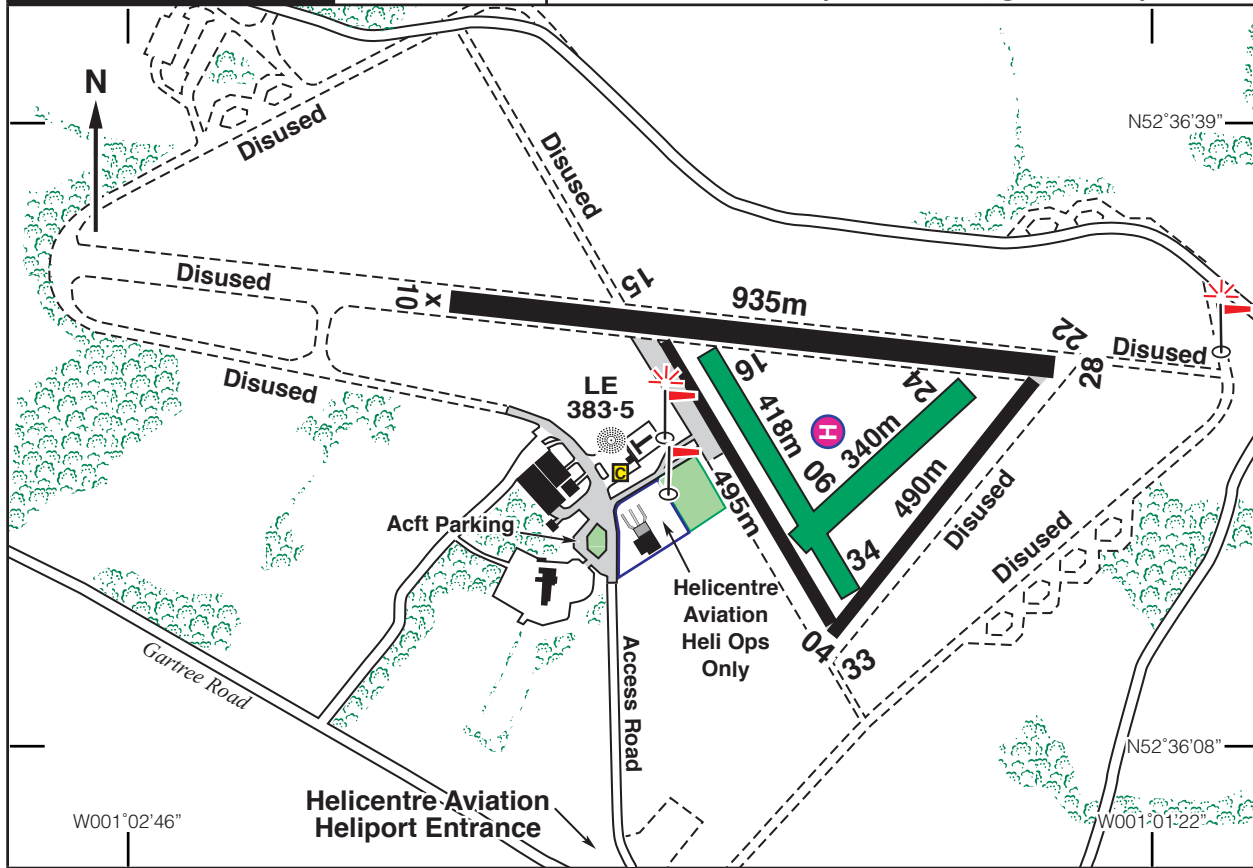


Photo for illustration purposes only

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
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AIRPROX OF THE MONTH

Multiple causes for Confusion

It can be a potent mix for trouble when different types use a number of runways at the same time

One of the most difficult scenarios we deal with while flying in the circuit is different aircraft operating from different runways at the same time.

We have spoken before about the vital importance of integrating safely into the circuit and of accurately communicating

your intentions and position, and we've also looked into circuit joining procedures and the advantages of the overhead join. We have also discussed the criticality of planning and preparation and revising the procedures (especially if you don't go there often), but another area that needs to highlighting is the added complexity pilots potentially face

when joining the circuit at an airfield with multiple runways in use — and what about mixing rotary- and fixed-wing traffic? How important is your situational awareness?

In this case (Airprox **2021086**) the Cabri pilot had joined the rotary circuit for the duty runway (RW28) in the recommended manner at Leicester, which is an uncontrolled airfield

where all runways are available at all times. They had joined the RW28LH (rotary) circuit and established appropriate situational awareness on the other traffic operating. Indeed, they were aware of the presence of the Escapade, which was departing from RW24 Grass, but they were probably not aware of its exact intentions which were, in the event, to make a left turn and depart to the east.

The Escapade pilot had been aware of a helicopter operating from the 'H', however this helicopter was not the one with which the Airprox took place. This led the Board to conclude that the Escapade pilot had not fully assimilated the complexity of the operating environment and had therefore not been able to adequately judge the effect of their chosen departure runway and subsequent departure profile on any other traffic.

In the event, the See-and-Avoid barrier prevailed and the Cabri pilot made an orbit to increase separation. The full report can be found [here](#) and there is a lot more detail in there concerning the complexities of flying from airfields with multiple runways, but especially where there is no controller to help out.

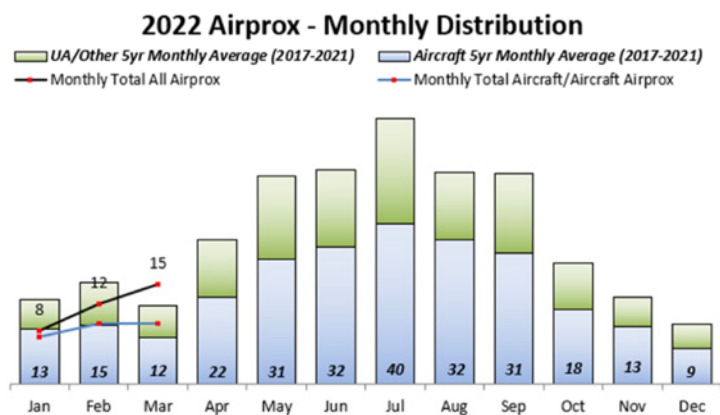
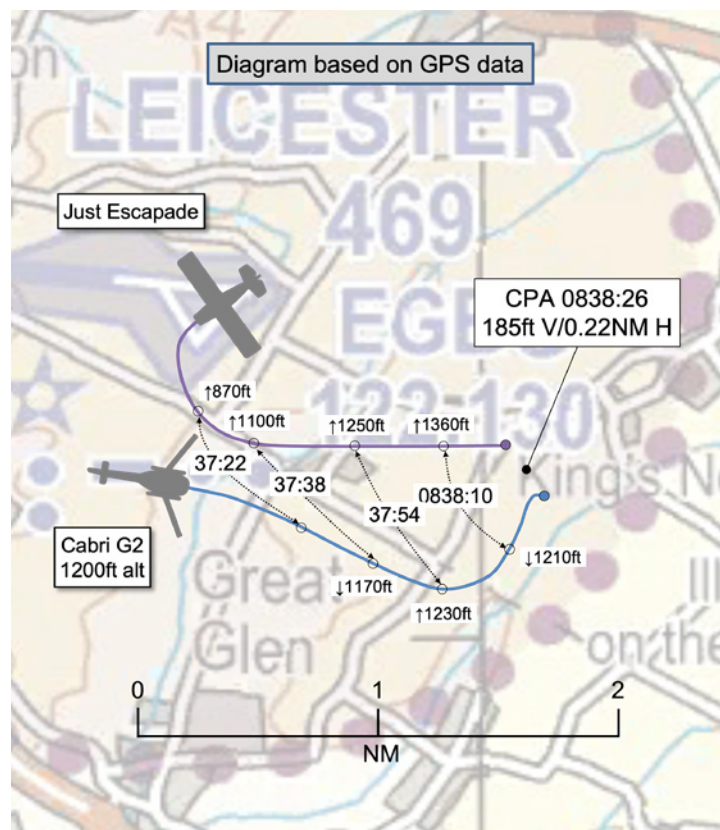
I have chosen this Airprox to illustrate just how tricky it can be. In the event, the Board classified it as a Category C risk, which means that safety was degraded, however there was no risk of collision.

UKAB MONTHLY ROUND-UP

There were seven Airprox this month which the Board designated as risk-bearing, with two being Category A. Examining the barrier performance it was apparent that situational awareness was never fully effective for the pilots and the Electronic Warning System barrier was only effective once.

Additionally, the Board reviewed several Airprox involving aircraft on survey tasks. In all cases the Board determined that the crews carrying out the survey could have completely mitigated the situation if they had taken action when they realised that there was a potential proximity issue. There seemed to be a tendency to press on until the last minute before taking action — possibly to complete the survey run because breaking it off usually means a voided result and requires the run to be redone.

On several occasions this observed action has resulted in a risk-bearing occurrence with the pilot effectively flying the aircraft into conflict for no reason.



Risk-bearing summary table for March 2022				
Airprox	Aircraft 1 (Type)	Aircraft 2 (Type)	Airspace (Class)	ICAO Risk
2021197	PA-25 (Civ FW)	C172 (Civ FW)	London FIR (G)	A
2021208	C152 (Civ FW)	Decathlon (Civ FW)	Tatenhill ATZ (G)	A
2021182	DA40 (Civ FW)	Rallye (Civ FW)	London FIR (G)	B
2021184	C182 (Civ FW)	DA40 (Civ FW)	London FIR (G)	B
2021194	C150 (Civ FW)	P68 (Civ Comm)	London FIR (G)	B
2021199	C42 (Civ FW)	Tecnam Sierra (Civ FW)	Shobdon ATZ (G)	B
2021201	P68 (Civ Comm)	C172 (Civ FW)	London FIR (G)	B

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