



AIRPROX *Insight*

DIRECTOR UKAB'S MONTHLY UPDATE

April 2022



Photo for illustration purposes: Brian Barr/Simon Finlay.

AIRPROX OF THE MONTH

Trouble in parallel

Using twin runways can be tricky and it's essential to take an early decision to go around

Let's treat this month's Insight as a follow-on from last month's which highlighted the added complexity of operating at airfields with multiple runways. This Airprox (2021148) concerns the multiple runways' close cousin — parallel runways and simultaneous (or not) operations.

It took place at Duxford between a Grob Prefect military trainer and a Piper Cub. The Board was of the opinion that

planning and preparation played a major part, and a complicating factor was the extra appreciation required when using parallel (not simultaneous) runways. This was potentially exacerbated by significant speed differentials and a busy circuit.

The Prefect crew (Instructor and student) had chosen the airfield for a practice land-away training sortie. The procedures at Duxford allow for parallel runway operations and different procedures for

warbird traffic and other traffic. In the event the circuit was extremely busy with a complex mix of warbird aircraft on the grass runways and aircraft using the hard. The AIP is clear in that, although there are parallel runways in use, they are to be treated as one runway: this would mean that the same considerations need to be applied to the separation on Final and on landing as would be afforded if it was a single runway.

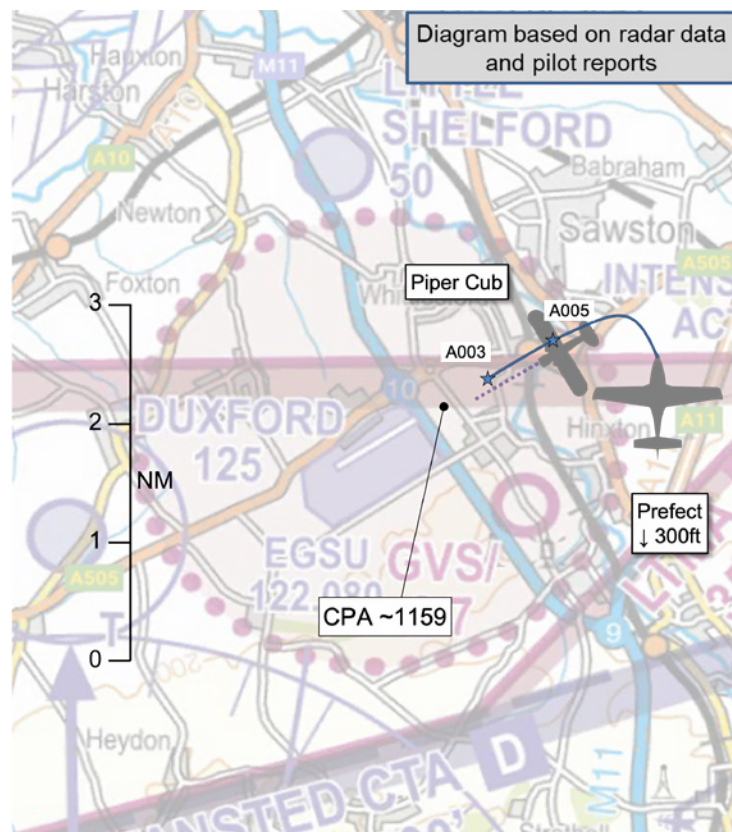
With Duxford being serviced by an AFISO, not a controller, it is incumbent on all pilots to accurately establish their positions and to deconflict adequately and appropriately, offering each other enough space to operate safely at all times.

In this Airprox, the Cub was the one already established in the circuit and ahead of the Prefect, so it was for the Prefect to conform to the traffic pattern and integrate appropriately behind the Cub, even though they were intending to land on different runways.

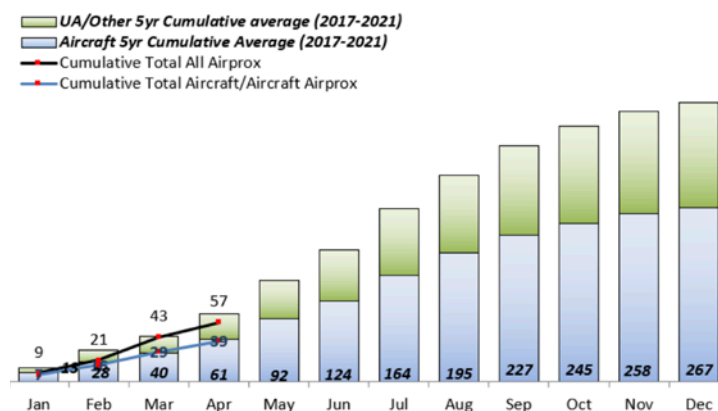
The significant speed differential between the two inevitably led to the Prefect into an 'overtaking situation' with the Cub while on Final and, although the Prefect was visual with the Cub at all times, it ultimately caused the Cub to take avoiding action — the only option available to the Cub being downwards, not an ideal choice to have to make on Final.

The Prefect did eventually perform a go-around, but this was carried out really quite late and *after it had overtaken the Cub*. In addition, the Prefect performed a go-around, not because they realised that they would not be able to land safely after the Cub but because another aircraft was occupying the hard runway. The inference being that, had there been no aircraft on the hard runway, the Prefect would have landed, irrespective of the position of the Cub which was technically ahead of the Prefect and due to be landing on the grass. The Board therefore concluded that the Prefect was operating under the misapprehension that simultaneous operations were in play, which was most certainly not the case.

In the event the extremely late decision to go around caused significant concern to the Cub pilot, and they rightly reported an Airprox.



2022 Airprox - Cumulative Distribution



UKAB MONTHLY ROUND-UP

Five of the aircraft-to-aircraft events evaluated in the Board's April meeting were designated as risk-bearing. As is seemingly becoming the norm, two of the incidents occurred in an ATZ or circuit and yet again planning, integration, execution of join and situational awareness were highlighted as significant contributory factors.

The table right highlights these five events and links to the published Airprox which are on our website. We are coming to the end of the Airprox year and will have finally completed all the 2021 Airprox at the next meeting in May.

Risk-bearing summary table for April 2022

Airprox	Aircraft 1 (Type)	Aircraft 2 (Type)	Airspace (Class)	ICAO Risk
2021218	Robinson R22 (Civ Helo)	Van's RV6 (Civ FW)	Beccles Circuit	A
2021220	Spitfire (Civ Comm)	C340 (Civ FW)	London FIR (G)	A
2021206	C182 (Civ FW)	C208 (Civ FW)	London FIR (G)	B
2021211	Cirrus Glider (Civ Gld)	Europa (Civ FW)	London FIR (G)	B
2021234	C172 (Civ FW)	PA-28 (Civ Comm)	Stapleford ATZ (G)	B

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