

HCLJ510-000602	Air traffic incident
Place:	Final runway 27 at EKBI
Date/Time (UTC):	17-11-2008 / At 13:36:50 hrs
Classification:	C) No risk of collision

Aircraft

Registration: D-GIWL
 Manufacturer/model: PIPER - PA-34 SENECA
 Operation type: Aerial Work - Non-commercial - Photography
 Flight rules: VFR
 Flight phase: En route
 Departure point: Denmark - EKBI (BLL): Billund
 Planned destination: Denmark - EKBI (BLL): Billund

Aircraft:

Registration: EI-DYO
 Manufacturer/model: BOEING - 737-800
 Operation type: Commercial Air Transport - Scheduled revenue ops - International - Passenger
 Flight rules: IFR
 Flight phase: Approach
 Departure point: Ireland - EIDW (DUB): Dublin
 Planned destination: Denmark - EKBI (BLL): Billund

History of flight

EI-DYO was cleared an ILS approach to runway 27. D-GIWL was doing photo sessions near the final to runway 27 at 2500 feet.

When the involved aircraft were on almost opposite tracks, Billund Approach issued traffic information to the pilots of the two aircraft. The commander of D-GIWL reported to Billund Approach that he had visual contact with EI-DYO and intended to fly north of the final to runway 27 and underneath EI-DYO.

On final approach, the pilots of EI-DYO initiated a go-around based on a Traffic Collision Avoidance System Resolution Advisory (TCAS RA – “monitor vertical speed”) and reported to Billund Approach that D-GIWL came too close to EI-DYO.

On the radar screen, the minimum horizontal and vertical separation between the two aircraft was displayed to be 0.3 nm and 500 feet. See enclosure 1. See enclosure 2 for a TCAS scenario.

The incident took place in daylight and under visual meteorological conditions (VMC).

AIP Denmark AD 2 - EKBI (extract)



ICAO ATS air space classes – services provided (extract).

Class, type of flight, separation provided and services provided.

D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)

ICAO Rules of the air – Annex 2 (extract)

Chapter 3 – 3.2.1 Proximity.

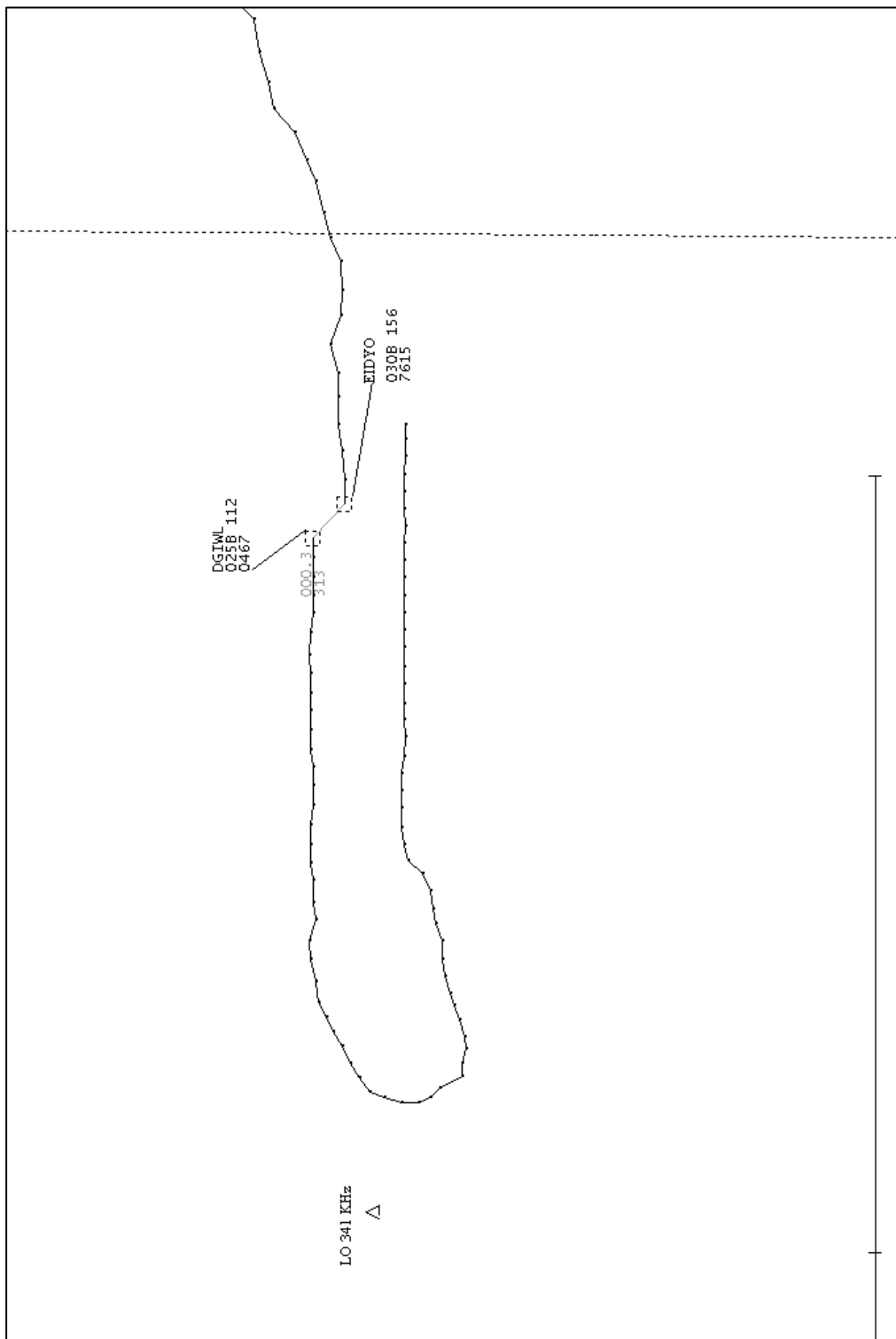
“An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.”

AIB Discussion

The incident occurred in airspace class D. For that reason, there were no requirements of ATC separation provision between VFR and IFR traffic. Relevant traffic information was issued.

However from a flight safety point of view and in order to reduce collision hazards, the Danish AIB would like to encourage VFR pilots to demonstrate appropriate recognition of IFR flight operations by assuring adequate horizontal and vertical separation.

Enclosure 1



Enclosure 2

A TCAS presentation based on radar data.

