



## State Commission on Aircraft Accidents Investigation

**INCIDENT 2022/5226**

**RESOLUTION**

**of 20<sup>th</sup> December 2022**

<b>Type and model of aircraft:</b>	Aeroplane, Tecnam P2008-JC / Aeroplane, Cessna 172M
<b>Registration marks:</b>	SP-DME / SP-FTC
<b>Date of occurrence:</b>	6 September 2022
<b>Place of occurrence:</b>	EPPT

After reviewing the investigation final report provided by the aircraft operator, pursuant to Article 135 of The Act of 3rd July 2002 – Aviation Law (with further amendments) and § 18 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, State Commission on Aircraft Accidents Investigation determined that:

### **1. The course of the occurrence was as follows:**

On September 6, 2022, at about 06:45<sup>1</sup>, the crew of a Tecnam P2008-JC aircraft, SP-DME marks (hereinafter referred to as "Tecnam") took off from EPLL aerodrome with the intention of conducting a training flight (INT2/02P integrated training exercise: *VFR flight with navigation by visual orientation, compass and navigation calculations. Landing on a short strip*). The crew made a flight to EPTM and then to EPPT aerodrome.

Over ECHO waypoint of the EPPT aerodrome, the Tecnam student pilot reported intention of landing. The flight coordinator replied with landing conditions and advised the crew to report before entering the right traffic pattern to RWY 03. The altitude of the traffic pattern was 1700 ft AMSL. The Tecnam crew acknowledged receipt of the information.

At that time, the communication between the Tecnam crew and the flight coordinator was maintained in English. Then the flight coordinator addressed the crew in Polish, and the student switched to Polish. The instructor did not react to the language change despite the fact that he did not speak Polish.

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<sup>1</sup> The time in the Resolution is expressed in LMT = UTC + 2 h.

At about 08:43 hrs, the crew of a Cessna 172M aircraft, SP-FTC marks, (hereafter referred to as "Cessna"), took off from EPPT aerodrome for a familiarization flight along a right aerodrome traffic circuit to RWY 03.

The student from Tecnam had difficulty in finding the EPPT aerodrome. The instructor decided to allow the student to continue the flight at an altitude of approximately 2,000 ft AMSL and intended to inform him about the aircraft position only over the aerodrome. The instructor did not inform of his intentions the flight coordinator and other air traffic participants in the area of the EPPT airfield.

At about 08:45 hrs, the crew of Tecnam being in the area of EPPT, made a right turn and was moving along the aerodrome traffic circuit in the direction opposite to the one in force. In the same area, at the altitude of the traffic circuit, the Tecnam instructor was observing the Cessna, which passed about 100-200 ft above Tecnam.

After airprox, the Tecnam crew joined the traffic pattern to RWY 03 in a downwind position behind the Cessna, made a low pass, followed by a touch and go and returned to EPLL via NOVEMBER waypoint.

**2. Cause of the occurrence:**

**Tecnam non-standard entry into the traffic pattern area (about 300 ft above the prescribed altitude).**

**3. Contributing factors:**

- 1) Student's failure to recognize the airfield at the required distance.
- 2) Failure to inform other EPPT users of a possible non-standard entry into the aerodrome area.
- 3) Instructor's failure to react to the switch in the language of radio communication.

**4. The Commission accepted the following preventive measure proposed by the operator:**

The aircraft operator will enter in their SOP a provision, that in training flights with instructors who do not speak the Polish language, students are to maintain radio communications in English to ensure that an instructor is able to supervise the correctness of this communication.

**5. In addition, the Commission has proposed the following safety recommendations:**

Not formulated.

**Investigator-in-Charge**

**SCAAI Chairman**

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(signature on original)

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