



AIR ACCIDENTS INVESTIGATION
INSTITUTE
Beranových 130
199 01 PRAHA 99

No: 153/06/ZZ
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FINAL REPORT

**The investigation into an incident of COZY MARK IV,
violation of TMA II Praha,
May 10, 2006.**

**Prague
February 2007**

A) Introduction

Operator: Pilot of Airplane
Manufacturer and Model: Home-Built, COZY MARK IV
Registration Mark: N2075V
Call Sign: N2075V
Place of event: TMA II Praha, cca 5 NM S Beroun
Date: May 10, 2006
Time: 08:02 (all times in UTC)

B) Synopsis

On 10 May, 2006 ÚZPLN (AAIL – Air Accidents Investigation Institute of the Czech Republic) got a message from ŘLP s.p. (ANS) about the violation of a control area TMA II PRAHA by an airplane with registration mark N2075V. Based on the message an investigation into the incident got started.

The cause of the incident was investigated by a AAIL CZ commission consisting of:

Investigator in - charge: Josef Procházka
Member of Commission: Radomír Havíř

The Final Report was issued by:
ÚSTAV PRO ODBORNÉ ZJIŠŤOVÁNÍ PŘÍČIN LETECKÝCH NEHOD
Beranových 130
199 01 PRAHA 99
Czech Republic
On February 2007-02-14

C) The body of the report contains the following chapters:

1. Factual Information
2. Analyses
3. Conclusions
4. Safety Recommendations
5. Appendices (stored with copy No. 1 in AAIL CZ archive)

1. Factual information

1.1 History of the flight

On 10 May, 2006 at 07:48:50 the pilot of the airplane, registration mark N2075V announced the beginning of its flight on a PRAHA INFO frequency of 126,100 MHz. He reported his take-off from LÍNĚ airport (LKLN), the actual position Rokycany, and his intention to fly direct to Ostrava, after having passed LKR 5 airspace.

The Flight Information Centre (FIC) informed pilot about the activation of Chornice airspace (Svitavy District) and the activity taking place at Hořovice airport (LKHV). The pilot reported his intention to pass north by LKHV airport.

FIC also informed the pilot about the activation of TSA 20, TSA 21, TSA 22, TSA 23 and TSA 24 areas.

The pilot's response to this information was: „ I expect you to vector me.“

FIC answered: „We won't vector you.“

The pilot said : „Roger, I will switch to local military airports then.“

FIC responded: „OK, that's right. Before entering any control area, 3 minutes advance at the latest, ask for permission on the proper frequency, and I suppose you will avoid these and other permanent areas. You will pass round or over them, as you like considering your position.“

Pilot: „Roger, I'll do it“

FIC at 08:02:10 asked pilot to tell his height.

Pilot reported: „3,500 ft.“

FIC asked pilot if he had agreed on this height with APP.

Pilot answered: „No, no, I will go round.“

FIC informed the pilot he had entered the TMA II control area and ordered him to immediately descend to 3,000 ft, FIC also informed the pilot that this occurrence was reported to ATM.

1.2 Injuries to person

Injury	Crew	Passengers	Other Persons
Fatal	0	0	0
Serious	0	0	0
Light/No injury	0/1	0/unknown	0/0

1.3 Damage to aircraft

NIL

1.4 Other Damage

NIL

1.5 Personnel information

Pilot – Age: Unknown

Pilot Licence: Issued in the U.S.A. Not registered at CAA of the Czech Republic;

Medical certificate: Issued in the U.S.A. on Dec. 12.,2001, expiration Date in 2003. Medical certificate for the Czech Republic unknown;

Flying experience: Exact flight time could not be determined from reliable sources.

1.6 Aircraft information

Type: Cozy Mark IV;
Year of manufacture: 2003, home made;
Liability insurance: Unknown.

Status FAA
Certification Clase: Experimental
Certification Issued: Sept 20, 2002
Air Worthiness Test: June 19, 2003
Last Action Taken: Sept 20, 2005

1.7 Meteorological information

Meteorological conditions (professional survey of likely weather conditions at incident state).

Situation: Behind a cold front, which moved in a low pressure system from Ukraine over Austria to S – SE, a slight ridge of higher pressure extended to the Czech Republic in a cooler NW system.

Surface wind: 330-360°/10 kt
Wind at FL 5,000 ft: 030°/12-15 kt
Visibility: Over 10 km
Weather: Without significant meteorological condition
Clouds: Clear
Turbulence: NIL
H 0° isotherm: 7,000 ft AMSL
Icing: NIL

Statement from the report METAR/SPECI at Praha/Ruzyně Airport (LKPR) on May 10, 2006 at 08:00: METAR LKPR 360 10KT CAVOK 16/05 Q1016 NOSIG=
For information: Place of occurrence is situated cca 15 NM SW of LKPR.

1.8 Aids to navigation

NIL

1.9 Communication

Communication aircraft – FIC were legible in both ways.

1.10 Aerodrome information

The airport had no influence on the incident.

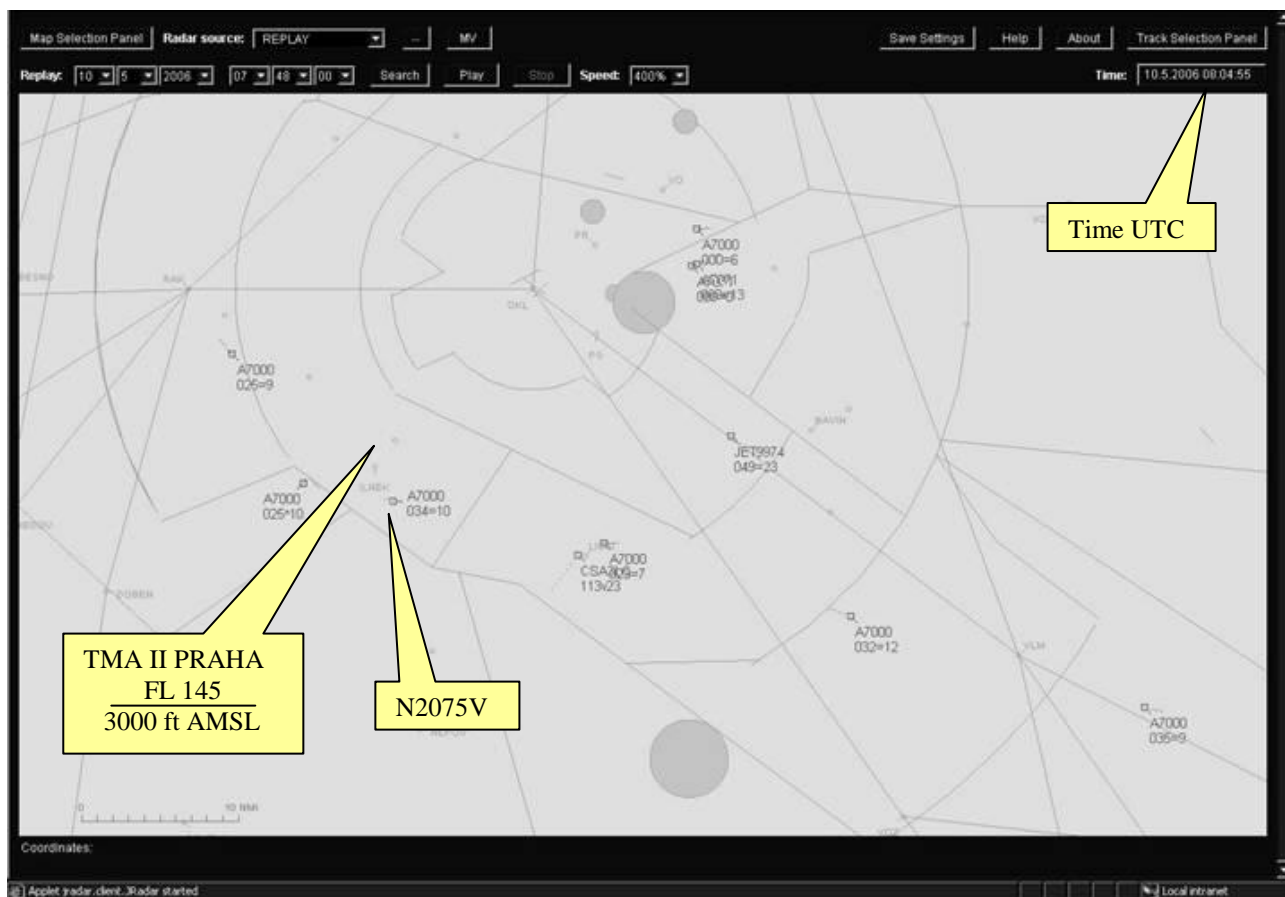
1.11 Flight recorders and other recordings means

Check recorders of ANS were used.

1.12 Incident site

The incident took place in the airspace TMA II PRAHA cca 5 NM S Beroun. TMA Praha is the Class C of control area. Vertical boundaries of the area are 3,000 ft AMSL and FL 145.

Radar record



1.13 Medical and Pathological Findings

No medical check of the pilot requested by AAI CZ could be carried out because of the delay between the time of landing after incident and the time the incident was reported to AAI CZ.

1.14 Fire

NIL

1.15 Search and rescue

No search was organized.

1.16 Tests and research

NIL

1.17 Organizational and management information

NIL

1.18 Additional information

IFR and VFR flights are permitted in the area Class G where flight was to take place and the flight information services are provided to all flights on request. Separations are not provided.

In the area Class C, IFR and VFR flights are permitted and separations IFR from IFR and IFR from VFR are secured. ATC service is provided for IFR flights. VFR flights are

provided with ATC service to secure separations from IFR flights, and with information on VFR (as well as avoidance counsel on request).

1.19 Investigation Methods

The investigation into the incident was conducted in accordance with Annex 13.

2. Analyses

The flight was executed as VFR.

The flight should be executed in the area Class G.

Weather was good for the flight.

Pilot was informed by FIC about activation control areas.

Pilot presumed he was vectored during the flight.

The vectoring was turned down by FIC.

The pilot was alerted by FIC about way of transit or circle round control areas. The pilot confirmed this information.

The SSR code 7000 was adjusted.

Radar information was interrupted due to low high of aircraft.

Timely identification of possible invasion of TMA PRAHA was blocked due to disconnected radar information for ATS.

At 08:02:10 FIC found out violation TMA II and advised the pilot about it. Next FIC announced its decision to write report about this occurrence.

3. Conclusions

The pilot was a holder of a PPL issued by FAA.

The pilot did not hold a licence issued by CAA CZ.

The aircraft had an Experimental airworthiness certificate issued in the U.S.A.

The pilot's medical certificate has not been ascertained.

The pilot flew into the TMA II LKPR Class C control area without a filled and approved flight plan.

The pilot flew into the control area without previous coordination talk with appropriate ATS station.

4. Safety recommendations

We leave it to NTSB decision.

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Josef Procházka
Investigator in-charge

Praha February 14, 2007

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Pavel ŠTRÚBL
Director