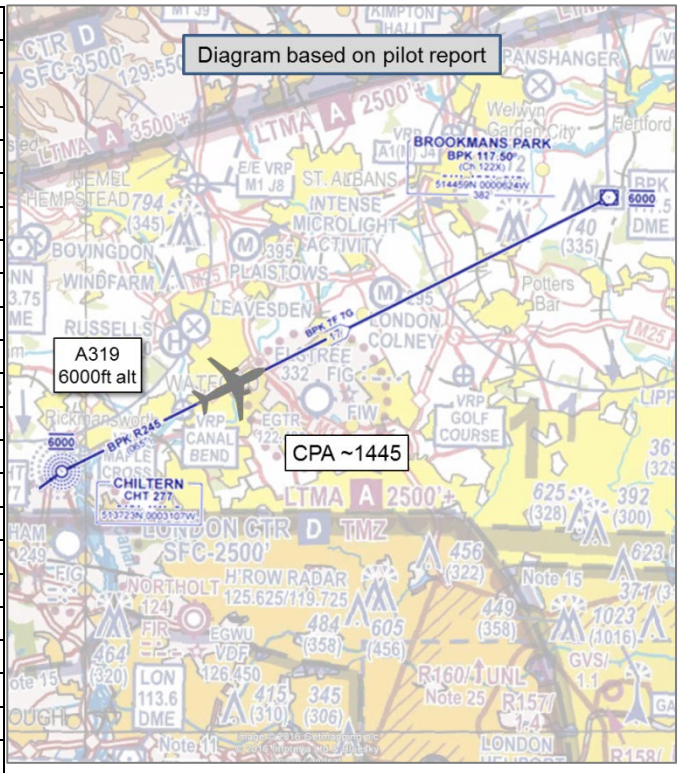
## AIRPROX REPORT No 2016020

Date: 23 Feb 2016 Time: 1448Z Position: 5140N 00024W Location: London TMA

## PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

| Recorded | Aircraft 1 | Aircraft 2 |
|---|---|---|
| Aircraft | A319 | Drone |
| Operator | CAT | Unknown |
| Airspace | London TMA | London TMA |
| Class | A | A |
| Rules | IFR | |
| Service | Radar Control | |
| Provider | Swanwick | |
| Altitude/FL | 6000ft | |
| Transponder | A, C, S | |
| **Reported** | | Not reported |
| Colours | Blue/white | |
| Lighting | Strobes, nav | |
| Conditions | VMC | |
| Visibility | 30km | |
| Altitude/FL | 6000ft | |
| Altimeter | QNH (1018hPa) | |
| Heading | 055° | |
| Speed | 260kt | |
| ACAS/TAS | TCAS II | |
| Alert | None | |
| **Separation** | | |
| Reported | 200ft V/300m H | |
| Recorded | NK | |




**THE A319 PILOT** reports departing London Heathrow on a BPK 7G SID. Whilst in level flight at 6000ft, approximately between the CHT NDB and BPK VOR, they heard a drone sighting from the pilot of the aircraft ahead on the same SID [Airprox 2016022]. They were warned by ATC that the reported drone was about 10nm ahead, and were asked to report any sighting. About 2min later, the First Officer saw a silver/grey coloured drone in the right 2.30 position. The Captain saw the drone when abeam the cockpit.

He assessed the risk of collision as 'Medium'.

**THE DRONE OPERATOR:** A drone operator could not be traced.

### Factual Background

The weather at Heathrow was recorded as follows:

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METAR COR EGLL 231450Z AUTO 33006KT 290V020 9999 NCD 09/00 Q1018 NOSIG=
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### Analysis and Investigation

#### UKAB Secretariat

The Air Navigation Order 2009 (as amended), Article 138[1] states:

'A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.'

[1] Article 253 of the ANO details which Articles apply to small unmanned aircraft. Article 255 defines 'small unmanned aircraft'. The ANO is available to view at http://www.legislation.gov.uk.

Article 166, paragraphs 2, 3 and 4 state:

'(2) The person in charge of a small unmanned aircraft may only fly the aircraft if reasonably satisfied that the flight can safely be made.
(3) The person in charge of a small unmanned aircraft must maintain direct, unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions.'
(4) The person in charge of a small unmanned aircraft which has a mass of more than 7kg excluding its fuel but including any articles or equipment installed in or attached to the aircraft at the commencement of its flight, must not fly the aircraft
(a) in Class A, C, D or E airspace unless the permission of the appropriate air traffic control unit has been obtained;
(b) within an aerodrome traffic zone …; or
(c) at a height of more than 400 feet above the surface unless it is flying in airspace described in sub-paragraph (a) or (b) and in accordance with the requirements for that airspace.'

A CAA web site[2] provides information and guidance associated with the operation of Unmanned Aircraft Systems (UASs) and Unmanned Aerial Vehicles (UAVs).

Additionally, the CAA has published a UAV Safety Notice[3] which states the responsibilities for flying unmanned aircraft. This includes:

'You are responsible for avoiding collisions with other people or objects - including aircraft.
Do not fly your unmanned aircraft in any way that could endanger people or property.
It is illegal to fly your unmanned aircraft over a congested area (streets, towns and cities).
…, stay well clear of airports and airfields'.

**Summary**

An Airprox was reported when an A319 and a drone flew into proximity at about 1448 on Tuesday 23rd February 2016. The A319 pilot was operating under IFR in VMC, in receipt of a Radar Control Service from Swanwick.

## PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of a report from the A319 pilot and radar photographs/video recordings, which did not show a track for the drone.

The Board agreed that the drone was being operated at an altitude and location in contravention of regulations and hence was flown into conflict with the A319, which was departing Heathrow on a SID and in the Class A airspace of the London TMA. Members noted that the preceding aircraft on the same SID, an A320, had just reported a drone sighting (Airprox 2016022) and some wondered whether the A319 could have been given a vector to take it around the area in which the drone was reported. Controller members commented that, without a higher degree of certainty as to the drone's course, a deviation in the A319's flight path could still result in proximity, and was therefore not warranted. Considering the risk, members felt that in this case separation had been such that there was not a risk of collision.

## PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The drone was flown into conflict with the A319.

Degree of Risk: C.

[2] www.caa.co.uk/uas
[3] CAP 1202