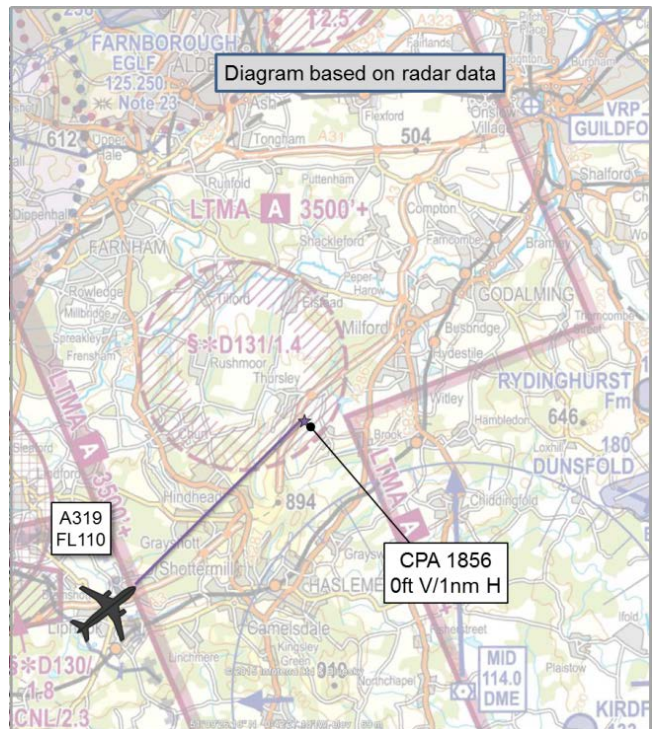


AIRPROX REPORT No 2015139

Date: 17 Aug 2015 Time: 1855Z Position: 5110N 00042W Location: 12NM South West of Ockham

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	A319	Unknown
Operator	CAT	Unknown
Airspace	London TMA	London TMA
Class	A	A
Rules	IFR	NK
Service	Radar Control	NK
Provider	Swanwick	NK
Altitude/FL	FL110	NK
Transponder	A, C, S	NK
Reported		
Conditions	VMC	NK
Visibility	10km	NK
Altitude/FL	FL110	NK
Altimeter	(1013hPa)	NK
Heading	035°	NK
Speed	220kt	NK
ACAS/TAS	Unknown	NK
Alert	Unknown	NK
Separation		
Reported	0ft V/1nm H	NK
Recorded	NK	



THE A319 PILOT reports during descent, at approximately FL110, on the OCK4B STAR (230 radial, 12nm from OCK), an unidentified object was seen within approximately 1nm of the aircraft. Sunlight was reflecting off the object, it may possibly have been metallic, but he was unable to tell whether the object was stationary or moving. He noted it was grey in colour, with no identifiable markings. The object was the size of a medium sized bird. He informed ATC, but they reported no radar returns seen.

The unidentified object was not traced.

Factual Background

The weather at Heathrow was recorded as follows:

METAR EGLL 171850Z 33004KT 300V020 CAVOK 20/07 Q1016 NOSIG

Analysis and Investigation

UKAB Secretariat

An Airprox was reported when an A319 and an unknown object flew into proximity at 1855Z on Monday 17 August 2015 in the Class A airspace of the London TMA. The A319 was operating under IFR in VMC, the A319 pilot in receipt of a Radar Control Service from NATS.

In Class A Airspace CAP493 The Manual of Air Traffic Services states a pilot must fly according to the Instrument Flight Rules and;

- (a) File a flight plan and obtain a clearance before proceeding with the flight;
- (b) Conduct the flight in accordance with clearances and instructions from ATC;

- (c) Maintain a listening watch on the appropriate radio frequencies; report the position of the aircraft according to published procedures.

In addition, if the unknown object was a drone the pilot must comply as below:

The Air Navigation Order 2009 (as amended), Article 138¹ states:

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

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 site² 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 Notice³ 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).

Also, stay well clear of airports and airfields'.

Summary

An Airprox was reported when an A319 and an unidentified object flew into proximity at 1855Z on 27th August 2015. The A319 was operating under IFR in VMC. The unidentified object was within Class A Airspace of the London TMA without the permission of the ATCU; the unidentified object could not be traced or classified.

PART B: SUMMARY OF THE BOARD'S DISCUSSIONS

Information available consisted of reports from the pilot of the A319 aircraft and radar photographs/video recordings. The operator of the unknown object could not be traced.

The crew of the A319 reported seeing the unknown object at FL110, whilst in the descent routing towards OCK.

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>.

² www.caa.co.uk/uas

³ CAP 1202

The Board determined that, whilst the pilot of the A319 was concerned by the proximity of the unknown object, there was insufficient detail to determine whether the object was a balloon or a drone. Without radar information on the unknown object the Board could not determine the cause of the Airprox.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: Insufficient information to determine.

Degree of Risk: D