

19 January 2015
Reference: F0002183

Dear XXXX

I am writing in respect of your recent request of 5 January 2015 for the release of information held by the Civil Aviation Authority (CAA).

Your request:

I seek information about incidents involving drones and aircraft in Scottish airspace over the past three years. Increasing number of private individuals are buying radio controlled drones for recreational use, and I am curious to know if there have been any incidents or problems with them interfering with aircraft, coming close to aircraft, or encroaching into airspace already occupied by aircraft, or airport boundaries.

I seek the total number of incidents annually in Scotland, as well as some detail about the nature of the incident, including when it took place, what happened and what, if any, resolution or follow-up took place following the incident.

Our response:

Having considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are able to provide the information below.

There have been no such incidents reported to the CAA in Scottish airspace over the past three years.

Incident reports are provided to the CAA under the terms of the Mandatory Occurrence Reporting (MOR) scheme, as described under Article 226 of the Air Navigation Order 2009 (ANO). Each report made is reviewed and, where appropriate, further investigation carried out and action taken.

Unmanned aircraft systems (UAS) are not specifically covered by the MOR scheme however under CAA Publication CAP722 Chapter 9, all occurrences related to UAS operations which are considered to have endangered, or might have endangered, any aircraft (including the subject unmanned aircraft) or any person or property, should still be reported to the CAA via the MOR Scheme.

We have therefore carried out a search of the CAA MOR database for any incident which involves an unmanned aircraft in Scottish airspace for the dates 1 January 2012 to 15

Civil Aviation Authority

Aviation House Gatwick Airport South Gatwick RH6 0YR www.caa.co.uk
Telephone 01293 768512 foi.requests@caa.co.uk

January 2015 and included an excel spreadsheet of those events. Both incidents reported related to the endangering of the UAS itself, rather than another aircraft.

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Caroline Chalk
Head of External Information Services
Civil Aviation Authority
Aviation House
Gatwick Airport South
Gatwick
RH6 0YR

caroline.chalk@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the FOIA to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
SK9 5AF

www.ico.gov.uk/complaints.aspx

If you wish to request further information from the CAA, please use the form on the CAA website at <http://www.caa.co.uk/application.aspx?catid=286&pagetype=65&appid=24>.

Yours sincerely



Mark Stevens
External Response Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

File number	UTC date	Location of occ	Headline	Narrative text
201402506	11/02/2014	Ballykinler	Damage caused to UAS/UAV/SUA after a loss of control and subsequent forced landing in a field.	Whilst operating the system at 300ft AGL and approximately 200 meters from the operator, control was lost to the air vehicle. There was no loss of link, after 10 minutes trying to recover the air vehicle a decision was made to force a landing in a field. Damage was caused to the air vehicle. No damage caused to property or persons. This air vehicle received a manufactures software upgrade on 3rd of February. Full functionality checks were carried out prior to flight. Operator has grounded the system pending a joint enquiry with the manufacture who has been made aware and is conducting a full investigation.
201409303	10/07/2014	Invergordon Port	On screen display indicated aircraft had gone into GPS mode then fell onto its side hitting water. Complete loss of aircraft, considered unrecoverable.	Aircraft was observed going over onto its side and falling. Aircraft had been at approx 30m height above take off point, at low speed (a few m/s). This had occurred 30-40 seconds after take-off. We had arrived at the port and finalised operating areas and procedures representatives. The aircraft had been assembled and checked. Initial power-up check indicated that the aircraft compass was not calibrating (flashing LED sequence indicated "abnormal compass data"). Aircraft automatically goes into Attitude mode at this stage even although the GPS signal is good (8 satellites acquired). As this had occurred before at another industrial site it was considered safe to take off and perform a test flight. After reaching approx. 7m height the LED indicated Compass Lock then Home Lock and the aircraft automatically went into GPS mode. The aircraft was then flown out and headed east towards the incoming tugs and caisson. After 4-5 minutes the aircraft was returned to the take off point. As I was landing it, the aircraft indicated abnormal compass data and automatically went into Attitude mode. Safe landing was achieved. Fresh batteries were then fitted and the aircraft powered up. The aircraft again indicated abnormal compass data and automatically went into Attitude mode. I then decided to manually place the aircraft in Attitude mode with the mode switch so that I could decide when to place it in GPS mode. I took off and observed the LED indicating Compass Lock and Home Lock at about 10m height. I headed the aircraft out and manually switched to GPS mode. I observed the on-screen display indicating the aircraft had gone into GPS mode. When I looked up I observed the aircraft falling on its side and hitting the water, approx 60-70 meters from the quayside. No abnormal noises were heard before or during the fall other than high engine sound. Note that there had been no issues with the compass or any other aircraft features while filming earlier that day or the day before.