

## Joint Pilot/Controller Report No. 1 – Heathrow CTR

Read the following joint report, and see the radar 'still'. Remember the moment the aircraft crosses into the CTR, the controllers have to assume the pilot is lost, and actions and routings are therefore unpredictable.

### The Pilot:

*I am writing regarding the infringement of Heathrow controlled airspace in April 2007. I was the captain of the aircraft at the time. I am a flight instructor working part time, and I have just over 1700 hours total. I take responsibility for the infringement, and I have thought a lot about what went wrong. I realise that I caused problems, and I am extremely sorry, and embarrassed. I will make sure this never happens again.*

*I was instructing on the aircraft all day, as part of a club flyout. We had a very early start, and the plan was to land at Rochester, Earls Colne, Stapleford, Wycombe Air Park, Blackbushe then back home.*

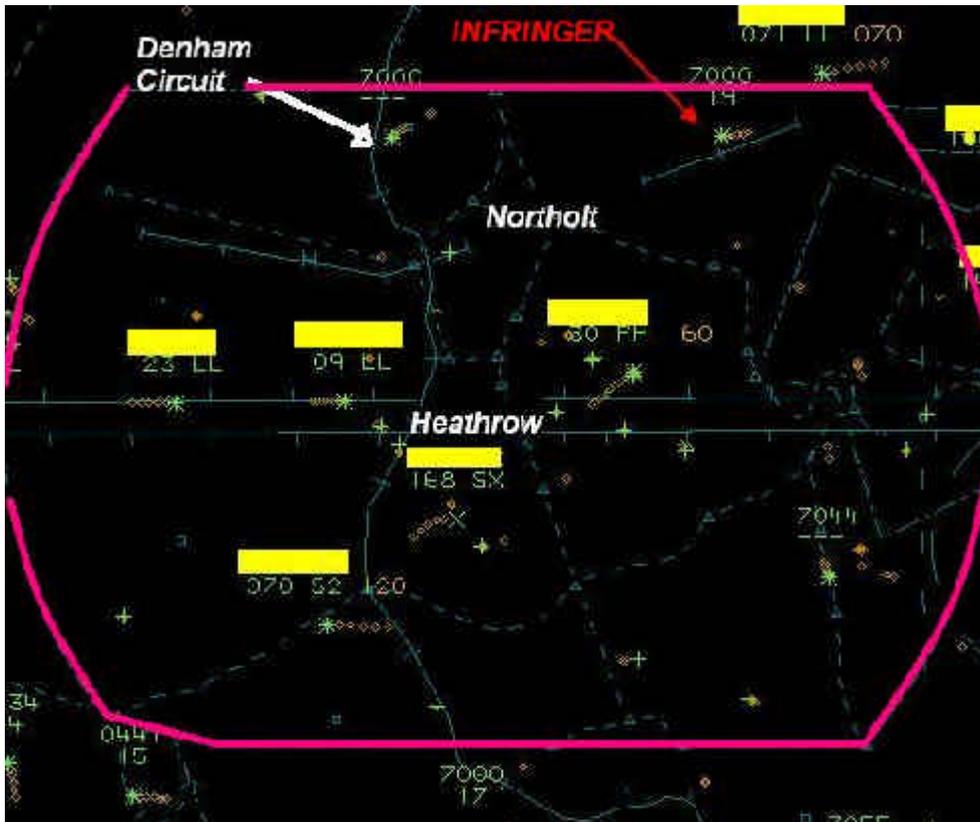
*The flights to Rochester, Earls Colne and Stapleford were uneventful, and the pilots on those legs were fairly experienced. However, the visibility was not as good as forecast, and it was very hazy and especially hazy north of Rochester.*

*The flight from Stapleford to Wycombe Air Park was very stressful. It is a difficult route to navigate. I was flying with a student who has just started his PPL, and has only 3 hours on type. I was trying to let him fly as much as possible, to enable him to get the most experience, and value from the flight. It was a totally new aircraft for him, bigger and more complex. The visibility was not good, especially as we were into sun. I set up the 270 radial from LAM to track direct to Wycombe. We stayed within 5 degrees on the instrument indication, but took a slight detour around Elstree, as they asked us to avoid the ATZ. **The high workload got the better of me and we strayed into London CTR.***

### The Controller:

I was the Thames radar controller at the time of the infringement. I observed a 7000 squawk enter the London Control Zone North East of Northolt by 5 Nm, indicating 2000 feet. The aircraft was tracking South West bound.

(Radar Picture Of Heathrow CTR soon after the infringement began. All commercial aircraft identifiers have been 'blacked' in yellow. Each marker on the extended centre lines for Heathrow or Northolt is at a 2 mile gap. The 7000 near Denham is legal within the Denham ATZ, the infringement is the 7000 squawk NE of Northolt ):



I contacted Heathrow, stopped North Bound departures, and advised them of the traffic. The contact turned West and then routed towards Denham airfield remaining approximately 1 1/2 Nm inside the Control Zone. I telephoned Denham to request information on any aircraft that they might be working to the East, gave them the position of the contact, and requested help in identifying it. I also advised Heathrow approach of the unknown traffic. My colleague was also phoning adjacent airfields to try to establish the identity. Elstree informed us that they had recently worked xxxxx going to Wycombe Air Park. Wycombe, at our request, instructed xxxxx to squawk 7056.

This change of squawk matched the unknown aircraft. xxxxx was instructed to contact me and I then confirmed the identification and verified the Mode C height readout. Heathrow North bound departures were resumed two minutes after they were stopped when xxxxx left the zone.. I received a call at this time, from D&D, stating that they had

been contacted by Denham ,who had noted the registration of the aircraft that overflew them. xxxxx was provided with a FIS outside the zone and given the range and direction of Wycombe until visual.

Pilot Reports:

*I realised what had happened as Denham came into view. I told the student to turn right, and at the same time we were given the squawk code and told to change frequency. I took control and turned North as instructed, and followed further instructions. I realise that I should have taken a different route, maybe via BPK and BNN, or I could have climbed above Elstree ATZ.*