

Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 24th March 2021

Total	Risk A	Risk B	Risk C	Risk D	Risk E
2	1	0	1	0	0

Airprox Number	Date Time (UTC)	Aircraft (Operator)	Object	Location ¹ Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Comments/Risk Statement	ICAO Risk
2021007	18 Feb 21 1537	DA40 (Civ FW)	Unk Obj	5216N 00044W Wellingborough 2500ft	London FIR (G)	<p>The DA40 pilot reports that they were performing a VFR navigation training flight and were on a leg tracking towards Grafton Underwood. Just 1NM to the south of Wellingborough town, while performing standard lookout, they spotted the UAV closing fast, to the left and slightly below the nose at a range of about 100m. They performed a steep right-hand climbing turn but, by the time they had begun climbing away, the UAV was already abeam their left wing and slightly below. The UAV was 1-1.5m across, grey/silver in colour and with no visible markings or lighting. Immediately afterwards they informed Cranfield approach and passed the location of the incident. There was no NOTAM informing of UAV activity in that area active at the time.</p> <p>Reported Separation: 50ft V/50m H Reported Risk of Collision: High</p> <p>The Cranfield controller reports that the [DA40] pilot was under a Basic Service and reported a UAV passing down their left-hand side in a north-to-south direction. They reported their position as 2NM north of Wellingborough at 2500ft.</p>	<p>In the Board's opinion the reported altitude and/or description of the object were such that they were unable to determine the nature of the unknown object.</p> <p>Applicable Contributory Factors: 4</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where although safety had been reduced, there had been no risk of collision.</p>	C

¹ Latitude and Longitude are usually only estimates that are based on the reported time of occurrence mapped against any available radar data for the aircraft's position at that time. Because such reported times may be inaccurate, the associated latitudes and longitudes should therefore not be relied upon as precise locations of the event.

Airprox Number	Date Time (UTC)	Aircraft (Operator)	Object	Location ¹ Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Comments/Risk Statement	ICAO Risk
2021010	4 Jan 21 1015	A330 (CAT)	Unk Obj	5128N 00025W Heathrow 1500ft	London CTR (D)	<p>The A330 pilot reports that on departure from LHR RW09R, passing 1500ft, the crew noticed a drone of approx. 50cm diameter pass about 20ft from the flight deck, above and to the right. It was reported to ATC and the flight continued without further incident.</p> <p>Reported Separation: 20ft V/0m H Reported Risk of Collision: Not reported</p>	<p>In the Board's opinion the reported altitude and/or description of the object were such that they were unable to determine the nature of the unknown object.</p> <p>Applicable Contributory Factors: 4, 6</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where providence had played a major part in the incident and/or a definite risk of collision had existed.</p>	A

Relevant Contributory Factor (CF) Table

CF	Factor	Description	ECCAIRS Amplification	UKAB Amplification
Flight Elements				
• Regulations, Processes, Procedures and Compliance				
1	Human Factors	• Flight Crew ATM Procedure Deviation	An event involving the drone operator deviating from applicable Air Traffic Management procedures	The drone operator did not comply with regulations due to flying above 400ft and/or in controlled airspace/FRZ without clearance
• Tactical Planning and Execution				
2	Human Factors	• Action Performed Incorrectly	Events involving the drone operator performing the selected action incorrectly	The drone operator was flying above 400ft without clearance.
3	Human Factors	• Airspace Infringement	An event involving an infringement / unauthorized penetration of a controlled or restricted airspace	The drone pilot was flying in controlled airspace/FRZ without clearance.
• Situational Awareness of the Conflicting Aircraft and Action				
4	Contextual	• Situational Awareness and Sensory Events	Events involving a flight crew's awareness and perception of situations	Pilot had no, or generic, or late Situational Awareness
• See and Avoid				
5	Human Factors	• Perception of Visual Information	Events involving flight crew incorrectly perceiving a situation visually and then taking the wrong course of action or path of movement	Pilot was concerned by the proximity of the other aircraft
• Outcome Events				
6	Contextual	• Near Airborne Collision with Other Airborne Object	An event involving a near collision by an aircraft with an unpiloted airborne object	An Airprox involving an unknown object or balloon.
7	Contextual	• Near Airborne Collision with RPAS	An event involving a near collision with a remotely piloted air vehicle	An Airprox involving a drone or model aircraft.