

## Consolidated Drone/Balloon/Model/Unknown Object Report Sheet for UKAB Meeting on 20<sup>th</sup> May 2020

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

Airprox Number	Date Time (UTC)	Aircraft (Operator)	Object	Location <sup>1</sup> Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Comments/Risk Statement	ICAO Risk
2020033	21 Mar 20 1424	B747 (CAT)	Unk Obj	N5120 W00038 LHR 220°/10NM 6000ft	London TMA (A)	<p><b>The B747 pilot</b> reports flying right downwind for RW09L at 6000ft. He had been cleared to descend to 4000ft when a drone passed down the port side within 300ft laterally 200ft below.</p> <p><b>Reported Separation:</b> 200ft V/300ft H <b>Reported Severity of Risk:</b> Medium</p> <p><b>The LHR FIN controller</b> reports that they acknowledged the pilot's report, took the details and informed all relevant sectors and subsequent aircraft. No further sightings were 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><b>Applicable Contributory Factors:</b> 4, 5, 7</p> <p><b>Risk:</b> 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
2020034	13 Mar 20 1040	A320 (CAT)	Unk Obj	N5329 W00057 5NM SE Doncaster FL140	Airway Y70 (A)	<p><b>The A320 pilot</b> reports that, during descent, a drone passed down the starboard side of the aircraft. The drone looked orange/brown in colour and was fairly large. He reported the incident to the Scottish Radar controller.</p> <p><b>Reported Separation:</b> 25ft V/1.0NM H <b>Reported Risk of Collision:</b> Medium</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><b>Applicable Contributory Factors:</b> 4, 5, 8</p> <p><b>Risk:</b> The Board considered that the pilot's overall account of the incident portrayed a situation where normal procedures and/or safety standards had applied.</p>	E

<sup>1</sup> 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.

## Relevant Contributory Factor (CF) Table

CF	Factor	Description	Amplification
<b>Flight Elements</b>			
<b>• Regulations, Processes, Procedures and Compliance</b>			
1	Human Factors	• Flight Crew ATM Procedure Deviation	The drone operator did not comply with regulations due to flying above 400ft and/or in controlled airspace/FRZ without clearance
<b>• Tactical Planning and Execution</b>			
2	Human Factors	• Action Performed Incorrectly	The drone operator was flying above 400ft without clearance.
3	Human Factors	• Airspace Infringement	The drone pilot was flying in controlled airspace/FRZ without clearance.
<b>• Situational Awareness of the Conflicting Aircraft and Action</b>			
4	Contextual	• Situational Awareness and Sensory Events	Pilot had no, or only generic, or late Situational Awareness
<b>• See and Avoid</b>			
5	Contextual	• Near Airborne Collision with Other Airborne Object	An Airprox involving an unknown object or balloon.
6	Contextual	• Near Airborne Collision with RPAS	An Airprox involving a drone or model aircraft.
7	Human Factors	• Perception of Visual Information	Pilot was concerned by the proximity of the other aircraft
8	Human Factors	• Monitoring of Other Aircraft	Sighting report