Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 12th February 2025

Total	Risk A	Risk B	Risk C	Risk D	Risk E
1	1	0	0	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
2025002	12 Jan 25 1358	B737 (CAT)	Unk Obj	5050N 00029E Bexhill-On-Sea FL130	London TMA (A)	**The B737 pilot** reports passing over the south coast, descending into LGW, when the Captain saw a black object (believed to be a drone) in front of the aircraft. There was no time to take avoiding action and the object passed 10-20m on the right-hand side of the aircraft, approximately 10ft above. The object was reported to ATC and details passed. **Reported Separation:** 10ft V/10-20m H **Reported Risk of Collision:** High **NATS Safety Investigation** The B737 pilot submitted an Airprox report in response to the sighting of a drone approximately 10.7NM southeast of TIMBA whilst descending through FL130. It has been estimated that the [reported] UAS was at FL130. Safety Investigations reviewed the radar at the time the B737 pilot reported the sighting, however, no radar contacts associated with the drone were visible.	In the Board's opinion the reported altitude and/or description of the object were such that they were unable definitively to determine the nature of the unknown object. **Applicable Contributory Factors:** 4, 6 **Risk:** The Board considered that providence had played a major part in the incident and/or a definite risk of collision had existed.	A

[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.

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	If the reported object was a drone, then the drone operator did not comply with regulations by 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	If the reported object was a drone, then 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	If the reported object was a drone, then 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, 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 (unknown object or balloon)	
7	Contextual	• Near Airborne Collision with RPAS	An event involving a near collision with a remotely piloted air vehicle (drone or model aircraft)	