

Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 9th December 2020

Total	Risk A	Risk B	Risk C	Risk D	Risk E
1	0	1	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
2020155	16 Oct 20 1124	PA31 (Civ Comm)	Drone	5127N 00023W 2NM ESE Heathrow 2000ft	London CTR (D)	<p>The PA31 pilot reports a near miss with a drone while calibrating the London City ILS. The drone was 12-18 inches in size, green in colour and at 2000ft, approximately 1NM to the south of Heathrow's southern runway centreline.</p> <p>Reported Separation: 0ft V/50-75ft H Reported Risk of Collision: NR</p> <p>The NATS Safety Investigation reports that the SVFR controller telephoned Heathrow Tower at 11:24:15 and informed them of the drone sighting by the crew of [the PA31]. This information was passed to aircraft waiting to depart, of which one was already established on the take-off roll on RW09R. At 1125:35, a sporadic radar contact displayed approximately 1NM northwest of the previously reported drone position.</p>	<p>In the Board's opinion the reported altitude and/or description of the object were sufficient to indicate that it could have been a drone. Subsequently, another pilot reported sighting an object approximately 2min later in a similar position [Airprox 2020150].</p> <p>Applicable Contributory Factors: 1, 2, 3, 4, 6</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B

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	Amplification
	Flight Elements		
	• Regulations, Processes, Procedures and Compliance		
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.
	• Tactical Planning and Execution		
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.
	• Situational Awareness of the Conflicting Aircraft and Action		
4	Contextual	• Situational Awareness and Sensory Events	Pilot had no, or generic, or late Situational Awareness.
	• See and Avoid		
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