

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

Total	Risk A	Risk B	Risk C	Risk D	Risk E
1	0	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
2021002	3 Jan 21 1316	A319 (CAT)	Drone	5138N 00020W Overhead Elstree 6000ft	London TMA (A)	<p>The A319 pilot reports departing Heathrow RW09R on an ULTIB1B departure. When near ULTIB and level at 6000ft, the Captain sighted a drone approximately 500m away in the 11 o'clock position and around 300ft below. The drone was white in colour, approximately 1m diameter and with green and red lights. It passed directly underneath their aircraft.</p> <p>Reported Separation: 300ft V/0m H Reported Risk of Collision: NR</p> <p>The NW Departures controller reports that the pilot reported the drone sighting to them and that they subsequently passed the reported position to the Heathrow Approach controller for passing to other aircraft in the vicinity.</p> <p>The NATS Safety Investigation found that there were no associated primary or secondary contacts visible on radar at the approximate time of the event.</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.</p> <p>Applicable Contributory Factors: 1, 2, 3, 4, 5</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.

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 flight crew 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.