

Consolidated Drone/Balloon/Model/Unknown Object Report Sheet for UKAB Meeting on 17th June 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
2020036	14 Mar 20 1323	B747 (CAT)	Drone	N5106 W00013 LGW 260°/1NM 400ft	Gatwick CTR (D)	<p>The B747 crewmember reports looking out of a cabin window around 1 minute after take-off and sighting a drone approximately 100-150m away from the aircraft and approximately 100m below. The crewmember states that, as a former drone operator, they recognised the make of the drone.</p> <p>Reported Separation: 330ftV/100-150m H Reported Risk of Collision: NR</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. However, in order to positively identify the make some members felt that the assessment of separation from the aircraft may have been overestimated. Ultimately, the Board agreed that the drone had likely been closer to the aircraft than the distance estimated by the reporter.</p> <p>Applicable Contributory Factors: 1, 3, 4, 6</p> <p>Risk: The Board considered that the crewmember'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