Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 13th November 2024

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
2024245	28 Sep 24 1150	Eurofox (Civ FW)	Drone	5107N 00302W Bridgwater 1600ft	London FIR (G)	**The Eurofox pilot** reports they were the lead aircraft of a two-ship formation flying from [a nearby microlight site]. They were established in a straight and level cruise passing Bridgwater in VMC with excellent visibility. Keeping a regular scanning lookout, something suddenly caught their eye through the canopy roof window. They turned their head to see the drone pass over the starboard wing a matter of "inches" relative to their line of sight with the top of the wing. Not knowing the size of the drone makes estimating distances somewhat difficult, but their reaction at the time, and still is, that it was within feet as they could make out the detail of the drone. The pilot in the following aircraft did not see the drone. The pilot described the drone as white with red and green navigation lights. **Reported Separation:** 5ft V/10ft H **Reported Risk of Collision:** High	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. **Applicable Contributory Factors:** 1, 2, 4, 7 **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)	