

Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 22nd April 2026

Total	Risk A	Risk B	Risk C	Risk D	Risk E
4	1	1	2	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
2026011	08 Feb 26 1521	B787 (CAT)	Drone	5129N 00023W 2.3NM E LHR RW27R ~875ft	London CTR (D)	<p>The B787 pilot reports they were short final at LHR when a drone was sighted directly in front of the aircraft.</p> <p>The aircraft was stable with the landing checklist completed and autopilot was engaged throughout the encounter. At approximately 2.3NM DME and 750ft QNH [they remembered] a drone was sighted within the flight path of the aircraft at a range of around 100m. The drone was moving left-to-right in a northerly direction. The drone passed down the righthand side of the aircraft within the wingspan of the aircraft, around 30m, and marginally above the wing.</p> <p>Reported Separation: <i>'above the wing'</i> 30m H Reported Risk of Collision: NR</p> <p>The London (Air North) Arrivals controller, for RW27R LHR, reports that the [B787 pilot] reported a drone to the east of them. The pilot subsequently filed an Airprox.</p> <p>Conclusion, Watch log [entry] - [B787 CS] reported a drone at around 1000ft [they thought] on final approach to RW27R. [The drone was] yellow and black in colour and to the north of the aircraft. The police were advised and ATIS updated. HAL were asked if the Drone Detection Unit was activated, who confirmed nothing was reported.</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, 7</p> <p>Risk: The Board considered that providence had played a major part in the incident and/or a definite risk of collision had existed.</p>	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.

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2026012	18 Feb 26 1015	Voyager (HQ Air (Ops))	Unk Obj	5325N 00144E 32NM NNE Cromer FL160	London FIR (G)	<p>The Voyager pilot was conducting Air-to-Air refueling with a Typhoon at FL160 in good VMC. They were the non-handling pilot in the Captain's seat. As they progressed east bound in the towline, they caught [sight of] something directly in front of the aircraft and gained visual as it went past, but only for a matter of seconds. The object was black and circular in nature passing approximately 100-150ft directly above the Voyager. The proximity was such that it made them instinctively duck and it was notified to ATC as a drone. The Swanwick [controller] took the details and confirmed they had nothing on their radar.</p> <p>No-one else on the flight deck saw the object, but one of the Typhoon pilots also saw it and agreed with the description, direction and clearance. Upon reflection and discussion, it is impossible to positively identify it was a drone and could have been a balloon or something similar but they could put no confidence in confirming it as a specific object. The sortie was continued with other aircraft notified and no further incidents.</p> <p>Reported Separation: 100ft V/0m H Reported Risk of Collision: Medium</p> <p>The Swanwick Military controller reports that [the pilot of the Voyager] was maintaining FL160 with one receiver in tow, in the block FL140-170. They reported on frequency that they saw what was believed to be a drone flying approx 100-150ft above them, fast moving, tracking to the west and they asked if it could be seen on radar. Nothing was seen on radar so they noted the co-ordinates, which the Planner passed to D&D immediately, and they warned the [pilots of the] other joining formation of the potential drone. [The controller] asked for any further sightings, [and the pilot of the Voyager] stated that their receiver had also seen the object flying overhead, however, no further sightings were reported.</p> <p>2 Gp BM Analysis: The controller acted accordingly in this situation and displayed a good duty of care by passing the information [to other pilots] operating in the area for situational awareness.</p>	<p>In the Board's opinion the reported altitude and/or description of the object were such that they were unable to determine the nature of the unknown object.</p> <p>Applicable Contributory Factors: 4, 6</p> <p>Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B

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2026014	23 Feb 26 1521	Typhoon (HQ Air Ops)	Unk Obj	5446N 00020E D323A 12,000ft	Danger Area 323 (G)	<p>The Typhoon pilot reports that they were operating in D323A/B with [another aircraft], manoeuvring. Whilst setting up for the next event, straight and level at 300kt and 12,000ft, they observed a circular black object (similar in size to a car tyre) pass directly above them. It was assessed to be approximately 300ft above them, tracking east in straight and level flight. They separated away from the location that it was sighted and reported an Airprox to Swanwick East a few minutes after the event.</p> <p>Reported Separation: 300ft V/NK H Reported Risk of Collision: High</p> <p>The Swanwick Mil controller reports that they were the controller on East Tac Right, working several tracks. At circa 1530Z, the Typhoon pilot called complete ivo D323A, having been working in D323A/B with [another aircraft]. They identified the Typhoon, the pilot was looking to RTB. In one of the initial comms exchanges, the pilot reported an Airprox during autonomous ops in D323; the controller asked for details, when ready. Details passed from the pilot were as follows: ivo D323A circa 1520Z Drone 200ft above the Typhoon, tracking east the Typhoon was at 12,500ft. No other details were passed and the RTB continued as standard.</p>	<p>In the Board's opinion the reported altitude and/or description of the object were such that they were unable to determine the nature of the unknown object.</p> <p>Applicable Contributory Factors: 4, 5</p> <p>Risk: The Board considered that although safety had been reduced, there had been no risk of collision.</p>	C
2026027	16 Mar 26 0842	A321 (CAT)	Drone	5128N 00011W Fulham 3200ft	London TMA (A)	<p>The A321 pilot reports that they had been on a normal flight with an ILS approach planned onto RW27R. On first contact with LHR DCTR on 121.400MHz, a general broadcast was made for a drone sighting on the final approach path of the ILS for RW27L at approximately 6NM. They therefore briefed the possibility of drones and to keep a good lookout, even though they were expecting to land on RW27R. They established on the ILS for RW27R glideslope. FO was P1 at that point and was manually flying the approach so was very much focused on flying the aircraft (heads in at that point). The reporting pilot was heads out a bit more and suddenly at 9NM noticed out of the corner of their eye an object approaching their 1 to 2 o'clock position at the same altitude. Before they had a chance to really have a good look, it flew by them</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>The Board considered that although safety had been reduced, there had been no risk of collision.</p>	C

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						<p>within maybe 200m at the same altitude. All they were able to see was that it had lights and they believe it was therefore a drone. Size unknown, colour white. They advised ATC of the sighting and their approach was continued to an uneventful landing thereafter.</p> <p>Reported Separation: 0ft V/200m H Reported Risk of Collision: NR</p> <p>The Heathrow controller reports that At 0831:15 the Heathrow Tower controller informed the LL FIN controller that a previous inbound aircraft had reported a drone to them when on a 6NM final for RW27L, 20ft above the aircraft. The LL FIN controller reported this information to all subsequent arrivals. The LL FIN controller made a broadcast to all aircraft on their frequency, at 0837:03, warning them of the drone sighting. [A321 c/s] was on the frequency at the time this message was transmitted.</p> <p>Analysis of the radar by Safety Investigations indicated that there were no associated primary or secondary contacts associated with the drone report, visible on radar at the approximate time of the event.</p>		

Relevant Contributory Factor (CF) Table

CF	Factor	Description	ECCAIRS Amplification	UKAB Amplification
Flight Elements				
• Regulations, Processes, Procedures and Compliance				
1	Human Factors	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Near Airborne Collision with RPAS 	An event involving a near collision with a remotely piloted air vehicle (drone or model aircraft)	