

Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 10th September 2025

Total	Risk A	Risk B	Risk C	Risk D	Risk E
16	0	7	7	1	1

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
2025112	13 Jun 25 0729	B777 (CAT)	Unk Obj	5110N 00006W 3NM E Gatwick 900ft	Gatwick CTR (D)	The B777 pilot reports that a drone was noticed at aircraft altitude, off the right wing and probably no more than 300-500m away. They were at approximately 900ft on final approach to RW26L at Gatwick. The drone was reported to ATC after a safe landing. Reported Separation: 0ft V/300m H Reported Risk of Collision: NR The Gatwick GMC controller reports that [the pilot of the B777] informed them on the GMC frequency that they had encountered a drone on the final approach to RW26L at approximately 2-3NM final. The crew estimated that the drone was at 900ft and had passed down the right-hand-side of the aircraft, approximately 300m from the starboard wingtip. No other reports of the drone were reported.	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. Applicable Contributory Factors: 4, 5 Risk: The Board considered that although safety had been reduced, there had been no risk of collision.	C
2025120	24 Jun 25 1748	DHC8 (CAT)	Drone	5131N 00001W Bow 2600ft	London TMA (A)	The DHC8 pilot reports a black drone was spotted in the initial climbout. At approximately 2600ft they saw a drone on the right-hand side. Reported Separation: 15ft V/100m H Reported Risk of Collision: High The London City Airport investigation determined that [the pilot of the DHC8] departed RW27 and, shortly afterwards, reported a drone on their right-hand-side as the aircraft was in a right turn on a SOQQA1A departure approximately 2.5-3NM north-west of the aerodrome at 2700ft. There were no other reports of the drone from the pilots of following departing aircraft.	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, 3, 4, 5 Risk: The Board considered that although safety had been reduced, there had been no risk of collision.	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.

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
2025121	14 Jun 25 1637	A350 (CAT)	Drone	5133N 00041W 5NM NE White Waltham 5500ft	London TMA (A)	The A350 pilot reports that a normal departure was flown from RW27L. South of position UMLAT, an object was spotted ahead approximately in the 12 o'clock position. It was observed to move to the right of the aircraft nose, pass below the aircraft and to the right side. It was estimated to have been at around 5000ft altitude, 500ft below the aircraft as it passed the right wing. It was observed to be a metallic red and black colour. The information was passed to ATC on departure. An update to Heathrow ATIS suggested that other pilots had also seen it. Reported Separation: 500ft V/NR H Reported Risk of Collision: NR The Swanwick LTCC controller reports that, at 1640, [the pilot of the A350] reported a drone sighting at approximately 6000ft, north of BUR. The drone was metallic red. The sighting was reported to Heathrow Police. [The pilots of three subsequent UMLAT departures] were informed of the sighting and position. [The pilot of one of those aircraft] reported that the cloud-top was roughly 6000ft. None of the pilots of those subsequent departures report a sighting.	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, 3, 4, 5 Risk: The Board considered that although safety had been reduced, there had been no risk of collision.	C
2025123	24 Jun 25 1551	B737 (CAT)	Drone	5325N 00206W Stockport 2600ft	Manchester CTR (D)	The B737 pilot reports that the aircraft was established on ILS 23R MAN. When passing approximately 7.5NM at around 2600ft, the Captain noticed a shape above the aircraft, level at the 1 o'clock position relative to the aircraft. They mentioned it to the FO who also observed and suspected the object was a drone. The object passed about 300ft above the aircraft and to the right by about 100ft. The drone looked like a white or grey quadcopter with an oval above. Reported Separation: 300ft V/NR H Reported Risk of Collision: NR The Manchester controller reports that the B737 was established for an ILS approach for RW 23R. When passing 7.5NM from touchdown, the pilot reported passing in close proximity to an unknown object that may have been a drone. Upon receipt of	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, 3, 4, 5 Risk: The Board considered that although safety had been reduced, there had been no risk of collision.	C

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						this information, all following arrivals were warned by AIR or Manchester Approach. No further sightings were reported.		
2025128	30 Jun 25 1408	A321 (CAT)	Drone	5110N 00000W 7.5NM E Gatwick 2300ft	London CTR (D)	The A321 pilot reports that on 7.5 mile final at Gatwick a drone was spotted by the First Officer. The Captain did not see it as a position check was being conducted. It was at the same level and south of the centreline. The FO believed it was very close. Reported Separation: 0ft V/NR H Reported Risk of Collision: High The NATS Safety Investigation states that the pilot reported observing the drone approximately 7 miles from touchdown, the aircraft was displayed on radar replay to be descending through 2300ft at this point. After landing, the A321 pilot reported to the Gatwick Tower Ground Movement Controller they had observed a 'possible drone sighting abeam their position, south of the centreline but close to the approach at approximately 7NM', the crew described the drone as 'small and black'. The pilot was transferred to the Tower AIR controller frequency at 1407:20 prior to the reported drone sighting. There was no further sighting reported on the Gatwick Final Director frequency. Safety Investigations was informed by the UK Airprox Board (UKAB) on 3rd July 2025 that the A321 pilot had reported the sighting as an Airprox. 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.	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, 3, 4, 7 Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.	B
2025133	2 Jul 25 0850	A320 (CAT)	Drone	5440N 00604W 5NM east Belfast Aldergrove 2000-2500ft	Belfast CTR (D)	The A320 pilot reports on final approach into RW25 at around 5NM, just after gear down and about to fully configure, when the Captain noticed a floating object to the left, within 100ft of aircraft, pass by the left wing. They initially suspected a drone, mentioned it to the FO, and continued to land uneventfully. On landing, passengers on the left side of the aircraft informed them they had seen a drone. ATC was informed after landing. Reported Separation: 0ft V/<100ft H	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, 3, 4, 7 Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.	B

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						Reported Risk of Collision: NR The Belfast controller reports the A320 pilot reported a drone sighting on the approach approx 15min after landing. Position was between 5NM and 7NM east of the airfield at 2000-2500ft. The drone was reported as yellow. Co-ordination was effected with police, airport authorities and local management. All movements were suspended.		
2025134	19 Jun 25 1233	Tutor (HQ Air Trg)	Drone	5247N 00023W N of Bourne 5000ft	London FIR (G)	The Tutor pilot reports they were the captain and non-handling pilot in the left-hand seat conducting an instrument rating test on a trainee pilot. The trainee was wearing a visor, and they asked them to conduct a 45° turn to the right. As they looked out to the right to clear the area, they saw an Unmanned Air System (UAS) at the same level (5000ft AMSL) and approximately 500m away. They took control of the aircraft and maintained straight and level flight. The UAS passed down the right-hand side of the aircraft at approximately 100-200m and it appeared to be a black quadcopter approximately 10kg in weight. The UAS appeared to be doing orbits at 5000ft AMSL in the vicinity of Bourne. They departed the area to the west and informed the Wittering Zone controller, who relayed the information to all other airborne aircraft in the local area. The sortie was completed without further incident and ATC had already informed Tutor Ops at Wittering on their return. Further detail was passed to the Duty Authoriser during the in-brief and the remaining Tutor crews were warned about the UAS during their out-brief. Their assessment of collision was low, but only because it was identified early, and then appropriate avoiding action could be taken. If the UAS was not identified before the aircraft commenced the 45° angle-of-bank turn, their assessment of the collision risk would have been medium, as there were very limited barriers remaining. Reported Separation: 0ft V/100-200m H Reported Risk of Collision: Low The Wittering Radar unit reported that on review of the radar recording, there were no radar returns	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, 5 Risk: The Board considered that although safety had been reduced, there had been no risk of collision.	C

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
						displayed that could be associated with the reported UAS. Additionally, Wittering ATC had received no information regarding UAS activity in the area. Following the pilot report, notification of the UAS was shared both with the Sqn and aircraft already airborne in the local area.		
2025136	03 Jul 25 0704	A321 (CAT)	Unk Obj	5129N 00022W LHR RW27R 2.5NM final 855ft	London CTR (D)	The A321 pilot reports that they were on an ILS Approach approximately 2.5NM final LHR RW27R, when the F/O spotted a drone on the right-hand side (less than half mile) of the flight path, approximately 200ft below the aircraft. The sighting was reported and the flight continued. Drone characteristics - appeared large. Reported Separation: 200ft V/<0.5NM H Reported Risk of Collision: NR The Heathrow controller reports that [A321 C/S] reported seeing a drone at 2.5NM final on the right-hand side of the aircraft. They advised the VCR supervisor and subsequent landing aircraft. No further reports were received and numerous aircraft reported not seeing any drone in the area. HAL was contacted and confirmed the drone detection unit was not activated. METAR EGLL 030650Z AUTO 31003KT 250V020 9999 NCD 16/07 Q1028	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. Applicable Contributory Factors: 4, 5 Risk: The Board considered that although safety had been reduced, there had been no risk of collision.	C
2025138	9 Jul 25 1248	B737 (CAT)	Drone	5351N 00139W Leeds Bradford Airport 150ft	Leeds/Bradford CTR (D)	The B737 pilot reports that on final approach to Leeds Bradford RW32, when at approximately 150ft, they noticed a drone flying in the airfield area off to the left of the aircraft in the 10 o'clock position, by the golf course. They were at approximately 150ft on final approach and would say that the drone was around 10-20ft above the ground, inside the airfield perimeter, close to the boundary with the golf course. Nothing was seen ahead so, with being so close to the runway, they decided to land. Landing was uneventful, no evasive manoeuvre was needed. They informed the tower on landing, after runway vacated, and passed on all the details. The drone was dark blue/black, cross shaped with 4 props (one at the end of each arm).	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, 3, 4, 7 Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.	B

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						Reported Separation: 50-100ft V/ 100m H Reported Risk of Collision: Medium The LBA controller reports that at 1250 the B737 pilot reported seeing a drone on landing. The drone was reported as blue/black in colour and four bladed. The sighting was believed to be around the Juliet area and the fence line next to Horsforth golf course. This put the sighting within the airfield boundary, so Drone Incursion RED was declared and activated. Vehicles were dispatched onto the runway to check for drone activity. At 1320, after over 20min of no sightings, the airfield was re-opened and the incident closed.		
2025144	29 Jun 25 1907	B787 (CAT)	Drone	5129N 00008W 12NM E LHR 3500ft	London TMA (A)	The B787 pilot reports that, at approximately 10NM on finals for RW27R at LHR, a black-and-red drone passed the left-hand-side of the aircraft within 50m. The altitude was 3500ft and the size of the drone was approximately 30-50cm. Reported Separation: 0ft V/ 50m H Reported Risk of Collision: Medium The Group Supervisor Airports reports that [the pilot of the B787] reported a sighting of a drone to the Heathrow FIN controller. [The pilot of the B787] reported the drone as being red, approximately 50cm in diameter and at 3000ft, on a 12NM final for RW27R. The Heathrow FIN controller continued to advise subsequent arrivals as to the nature of the report. The Tower Supervisor was notified as well as the police. NATS Safety Investigations report that no primary or secondary contacts associated with the drone report were visible on the radar replay at the approximate time of the event.	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, 3, 4, 7 Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.	B
2025146	12 Jul 25 1552	Mavic 3T (Emerg Servs)	Drone	5148N 00024W Redbourne NK	London FIR (G)	The Police drone operator reports operating in unrestricted airspace, within visual line of sight. Two trained [drone] pilots operating (one operating one observing airspace for safety). A private drone flew within the airspace of the police drone with an estimated closest point of 30m. The Police pilot dropped in height and moved location, giving the	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: 4, 5	E

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
						airspace to the other drone. The other drone left at speed away from the area. The flight was resumed with caution. Reported Separation: '<30m' Reported Risk of Collision: NR	Risk: The Board considered that normal procedures and/or safety standards had applied.	
2025148	16 Jul 25 1848	A320 (CAT)	Drone	5123N 00004W Croydon 6000ft	London TMA (A)	The A320 pilot reports that while being vectored by the Heathrow Director for a base turn to final from the BIG hold, they were descending through approximately 6000ft to 4000ft, reducing speed from 220 to 180kt. They were on the downwind leg, with autopilot engaged. Approximately 10NM northwest of the BIG hold, in the vicinity of Croydon, they observed what initially appeared to be a bird. Within around 5sec, it became clear that it was a drone — likely a large quadcopter, black in colour, approximately 0.5-1m in size. It appeared to be stationary, at an estimated altitude of 6500ft, passing to the left (north of their track) at an approximate vertical separation of up to a max of 500ft above. Reported Separation: 500ft V/0m H Reported Risk of Collision: NR A NATS Investigation reports that the A320 pilot reported the encounter at 1849:09 stating that the encounter occurred approximately 30sec before. They were descending through altitude 6000ft, 5.2NM northwest of BIG. The pilot provided the following description on the RT: <i>"Two rounded objects, and it was about five miles to the west of Biggin, and seemed to be a black object ... at 6000 feet."</i> 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.	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, 3, 4, 5 Risk: The Board considered that although safety had been reduced, there had been no risk of collision.	C
2025150	18 Jul 25 1732	A319 (CAT)	Unk Obj	5508N 00128W IVO Blyth 3100ft	Newcastle CTA (D)	The A319 Pilot reports seeing a drone on their right-hand side whilst descending toward A20 in the vicinity of Blyth. Reported Separation: ~1000-1500ft V/NR H Reported Risk of Collision: NR	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. Applicable Contributory Factors: 4, 5	D

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
						The Newcastle Controller reports that the A319 had been turned onto base leg, descending to A20 in the vicinity of Blyth. The pilot reported seeing a drone on their right-hand side, which would have been near Blyth windfarm. The controller turned the aircraft onto the ILS, requesting further information. The pilot advised that they had the contact on TCAS, showing 300ft below. The A319 was indicating A023. The A319 landed safely at 1737. The event was reported to the air traffic assistant, who contacted Northumbria Police. Newcastle Investigation reports that they had discussed [this event] at triage as to whether this was an Airprox or whether this should be reported as such. In opinion of ATCO there was no traffic visible or showing to consider this an Airprox. Primary radar recordings were checked but nothing noted. Dedrone report no detections shown however, Blyth is approximately 10 miles away and thus unlikely to show up in this area. It is outside the FRZ therefore no requirement to request authorisation but if they were above 400ft then they would need CAA approval. The TCAS report could potentially be the #3750 which was under control of Newcastle but heading North to leave the zone. At the time of the report, it was 300ft below [A319 C/S]. Whilst they stated it was just in from the coast, the #3750 was approximately 5-7 miles in so it's unknown if they were referring to this. It's more likely this was an aircraft rather than a UAS showing on their TCAS. No further actions required for ATS. The ATCO reacted to the event and reported this to the police to aid in the location of [an] operator. No operator was located, and nothing was seen on radar to positively confirm that this had been an actual UAS. No Airprox was reported as no traffic [had been seen] to consider this an Airprox	Risk: The Board considered that there was insufficient information to make a sound judgement of risk.	

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2025151	16 Jul 25 1419	B787 (CAT)	Drone	5128N 00017W LHR RW27L 6NM final 1900ft	London CTR (D)	The B787 pilot reports that the drone was seen out the left-hand side at roughly 6NM at approximately 1900ft on the final approach to RW27L at LHR. The lateral distance was probably 60-100m but hard to judge as it depends on the size of the drone. It was a typical drone design, grey in colour with a rotor in each quarter, like a DJI Mavic. Reported Separation: 0ft V/60-100m H Reported Risk of Collision: NR The Heathrow Tower controller reports that [B787 C/S] reported that they had seen a drone whilst on final approach. They reported it to the GMC3 ground controller after landing. The drone was to the left of the aircraft approximately 100ft away when they were about 6NM final for RW27L. The Air South controller and GS(A) were told to advise subsequent arrivals. They notified the airport duty manager and the airport police. A message was placed on the Arrival ATIS for half an hour. There were no subsequent reports of sightings of the drone.	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, 3, 4, 7 Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.	B
2025152	20 Jul 25 0917	A320 (CAT)	Drone	5128N 00034W Datchet 1200ft	London CTR (D)	The A320 pilot reports that [ATC had relayed] that a Drone had been reported by the preceding aircraft on the approach to LHR, ILS 09L between 4 and 5 miles. They had been VMC by this stage so had elected to continue after a short discussion. They became visual with the drone at [approximately] 4NM. The Drone was white, slightly left of the nose and approximately 100ft below aircraft at time of sighting. The Drone appeared to be level in an orbit and passed down the left-hand side of the aircraft, remaining below throughout. Reported Separation: 100ft V/100ft H Reported Risk of Collision: High The Heathrow Safety Officer reports that after having informed the A320 pilot that the preceding lander had reported a large white Drone at 3.5NM final approach to Runway 09L, just underneath the aircraft, the A320 pilot confirmed the sighting and subsequently filed an Airprox.	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, 3, 7 Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.	B

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						HAL reported that the Drone Detection Unit was not activated. No Unit Investigation was deemed necessary. (OCC315219 - INC307425 was originally raised but included the [preceding aircraft – A320 at report 2025161] who was first to report the Drone. This investigation was raised by Heathrow Safety on the 25th of July 2025).		
2025161	20 Jul 25 0917	A320 (CAT)	Drone	5128N 00033W Datchet 1300ft	London CTR (D)	The A320 pilot reports they passed a drone at 3.3NM, around 1300ft. The drone was around 200ft below, just off their RH wing. Reported Separation: 200ft V/ NR 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, 3, 4, 7 Risk: The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.	B

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)	