

Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 20th May 2026

Total	Risk A	Risk B	Risk C	Risk D	Risk E
2	0	2	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
2026047	18 Apr 26 1640	A319 (CAT)	Drone	5105N 00029W ~2NM SE Dunsfold Aerodrome ~FL080	London TMA (A)	<p>The A319 pilot reports in the climb passing FL080 when both crew members saw a large 'multi-rotor' drone pass below and on the left. They did not have time to take avoiding action.</p> <p>Reported Separation: 100ft V/<100m H Reported Risk of Collision: Medium</p> <p>The Swanwick controller reports [the A319 pilot] reported seeing a drone shortly after departure. They passed the information to [the relevant supervisor] who in turn notified [the departure airfield]. They were subsequently informed that the pilot had reported the incident as an Airprox.</p> <p>NATS Safety Investigation 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>	<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 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.

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
2026057	5 Apr 26 0920	B787 (CAT)	Drone	5128N 00018W 5NM E Heathrow 1500ft	London CTR (D)	<p>The B787 pilot reports that, [on the ILS for RW27L], at 5DME and 1500ft, a drone was seen approximately 100ft right of the aircraft at the same level. [It was a] small white, non-commercial drone with no visible markings.</p> <p>Reported Separation: 0ft V/100ft H Reported Risk of Collision: NR</p> <p>The Heathrow Tower controller reports that they were the RW27L Arrivals controller when, at approximately 5NM from touchdown, the [pilot of the the B787] reported seeing a drone near their wingtip.</p> <p>They asked if they were sure it was a drone and not a bird, and they said that they were fairly sure it was [a drone].</p> <p>They were just completing a handover, and think that more details may have been passed to the incoming controller, but they are not sure.</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 safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B

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)	