

### Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 11<sup>th</sup> March 2026

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 <sup>1</sup> Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Comments/Risk Statement	ICAO Risk
2026008	29 Jan 26 1541	Hawk T2 HQ Air (Trg)	Unk Obj	5344N 00304W 2NM SW Blackpool Airport 4780ft	London FIR (G)	<p><b>The Hawk pilot</b> reports carrying out a practice diversion to Warton. On climb out from Warton, under a Traffic Service, an unidentified object was observed to have passed very close to the left-hand side of the aircraft canopy. Just prior to the incident the nearest traffic reported was 12NM north from where the Airprox occurred. There was no datalink or TCAS information that correlated with the Airprox object. The time line of events was as follows:                      1541:26 Front seat pilot (handling the aircraft) called "Tally" with the object.                      1541:27 Front seat pilot took avoiding action and rolled right, away from the object.                      1541:28 Object passed down the left-hand side of the aircraft.                      1541:29 Both crew asked "What was that?"                      1541:32 Front seat pilot informed Warton radar of "a close pass to what appeared to be a drone or a balloon"                      1541:48 Warton radar acknowledged and stated that "nothing seen on radar" and that they "were not in contact with anything in the vicinity"                      The object appeared to be about 0.25m in length. The object was of no discernible detail but appeared to be flat and solid.</p> <p><b>Reported Separation:</b> ~5ft V/~5m H  <b>Reported Risk of Collision:</b> High</p> <p><b>The Warton controller</b> reports they received a call from a Hawk [pilot] at approximately 5000ft, departing to the NW of Warton. The pilot reported some kind of object or drone while climbing into a block between 5000ft and 10000ft on Holyhead RPS</p>	<p>In the Board's opinion the reported altitude and/or description of the object, including post-flight analysis of the HUD recording, were such that they were unable to determine the nature of the unknown object.</p> <p><b>Applicable Contributory Factors:</b> 4, 6</p> <p><b>Risk:</b> The Board considered that safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B

<sup>1</sup> 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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						984hPa. The pilot avoided the object and continued with the sortie.  [UKAB Note: There were no UAS NOTAMs for the area, time and date of the Airprox]		

## Relevant Contributory Factor (CF) Table

CF	Factor	Description	ECCAIRS Amplification	UKAB Amplification
<b>Flight Elements</b>				
<b>• Regulations, Processes, Procedures and Compliance</b>				
1	Human Factors	<ul style="list-style-type: none"> <li>Flight Crew ATM Procedure Deviation</li> </ul>	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
<b>• Tactical Planning and Execution</b>				
2	Human Factors	<ul style="list-style-type: none"> <li>Action Performed Incorrectly</li> </ul>	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"> <li>Airspace Infringement</li> </ul>	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.
<b>• Situational Awareness of the Conflicting Aircraft and Action</b>				
4	Contextual	<ul style="list-style-type: none"> <li>Situational Awareness and Sensory Events</li> </ul>	Events involving a flight crew's awareness and perception of situations	Pilot had no, generic, or late Situational Awareness
<b>• See and Avoid</b>				
5	Human Factors	<ul style="list-style-type: none"> <li>Perception of Visual Information</li> </ul>	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
<b>• Outcome Events</b>				
6	Contextual	<ul style="list-style-type: none"> <li>Near Airborne Collision with Other Airborne Object</li> </ul>	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"> <li>Near Airborne Collision with RPAS</li> </ul>	An event involving a near collision with a remotely piloted air vehicle (drone or model aircraft)	