

Consolidated Drone/Balloon/Model/Unknown Object Summary Sheet for UKAB Meeting on 8th February 2023

Total	Risk A	Risk B	Risk C	Risk D	Risk E
3	0	1	1	1	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
2022279	21 Dec 22 1525	DHC8 CAT	Drone	5439N 00550W 2NM NE Belfast City 900ft	Belfast City CTR (D)	<p>The DHC8 pilot reports that on approach to Belfast City ILS22, a drone was sighted [when they were at] approximately 2.8NM and 900ft. The drone passed down the left-hand side of the aircraft, at the same altitude as the aircraft. The drone was in close enough proximity to positively identify it. It was difficult to say just how close the drone was, but it was clearly visible from the flight deck and certainly a near miss.</p> <p>Reported Separation: 0ft V/ NR H Reported Risk of Collision: High</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 the pilot's overall account of the incident portrayed a situation where providence had played a major part in the incident and/or a definite risk of collision had existed.</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
2023001	2 Jan 23 1348	A220 (CAT)	Drone	5128N 00010W IVO Battersea 4000ft	London TMA (A)	<p>The A220 pilot reports that during final intercept onto ILS RW27R at Heathrow at around 11NM from threshold, they (F/O, PF) spotted a drone to the right of the aircraft around 100m. It was to the right of the wing at a little bit lower altitude. The drone was steady (as far as they could tell) and had red and green lights. ATC was informed immediately with all information available. There was no imminent threat at that time since there was quite a distance to the drone. Upon arrival at the gate two police officers took a report with some details of the flight, and the drone.</p> <p>Reported Separation: 300ft V/100m H Reported Risk of Collision: NR</p> <p>A NATS Investigation reports that the A220 was at 4000ft at the time the pilot reported the drone, which they stated was at 3700ft. The pilot reported to the Heathrow FIN controller that the drone was colourful and approximately 50m away from their right wing whilst the aircraft was at 11.1DME for RW27R at Heathrow. The pilot's Airprox report stated that the drone had red and green lights, but this was not reported on the frequency at the time of the pilot's report. The Heathrow FIN controller made broadcasts, informing all other pilots on their frequency of the drone report, at various points for 30min after the pilot's drone report.</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>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where although safety had been reduced, there had been no risk of collision.</p>	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
2023002	8 Jan 23 2025	B737 (CAT)	Unk Obj	5028N 00146W 1NM final RW33 EGBB 550ft	Birmingham CTR (D)	<p>The B737 pilot reports that passing 200ft radio altitude, a drone, coming slightly from the right, in the darkness with no lights, passed above the aircraft. The crew continued to land safely. The crew reported the event immediately to Birmingham Tower after landing. An inspection was made [but found] no sign of a drone. An airport agent came on board the aircraft to get crew details.</p> <p>Reported Separation: NR Reported Risk of Collision: High</p> <p>The Birmingham Tower controller reports that the [B737] landed on RW15 and the pilot reported that they thought they'd been overflowed by a drone on short final. Nothing could be seen from the tower - it was dark. Subsequent arriving and departing aircraft were informed of the report. The ranger vehicles looked for the drone - nothing was seen. West Midlands Police reported nothing was showing on their drone detection equipment.</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 the pilot's overall account of the incident portrayed a situation where there was insufficient information to make a sound judgement of risk.</p>	D

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	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	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	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)	