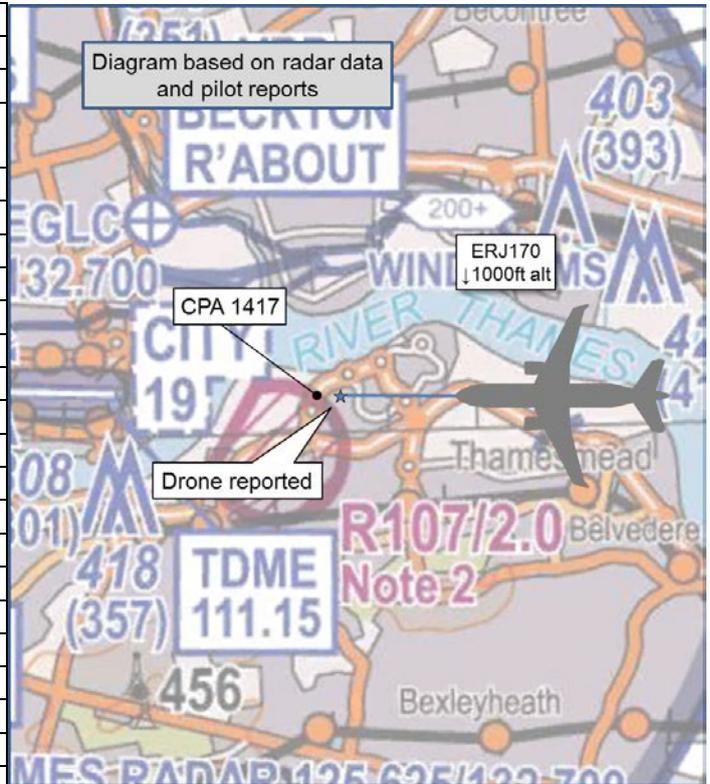


AIRPROX REPORT No 2015211

Date: 6 Dec 2015 Time: 1417Z Position: 5130N 00006E Location: 1.5nm E London City

PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

Recorded	Aircraft 1	Aircraft 2
Aircraft	ERJ170	Drone
Operator	CAT	Unknown
Airspace	London/City CTR	London/City CTR
Class	D	D
Rules	IFR	
Service	Radar Control	
Provider	London City	
Altitude/FL	1000ft	
Transponder	A,C,S	
Reported		Not reported
Colours	White, red, blue	Red, black
Lighting	NK	
Conditions	VMC	
Visibility	20km	
Altitude/FL	1000ft	
Altimeter	QNH (1017hPa)	
Heading	270°	
Speed	129kt	
ACAS/TAS	TCAS II	
Alert	None	
Separation		
Reported	100ft V/50m H	
Recorded	NK	



THE ERJ170 PILOT reports that he was on final approach to London City, passing 1000ft when he saw a red and black UAV. He reported that there was a high cockpit workload as they were landing, and it was too late to take any avoiding action. The drone passed overhead by 100ft and 50m to the port side. It could have been stationary, but the wind at this level was in excess of 20kts. He believed that the aircraft about 2mins ahead of him had also reported seeing the drone.

He perceived the severity of the incident as ‘Medium’.

THE DRONE Operator could not be traced.

THE LONDON CITY CONTROLLER reports that a previous aircraft had reported a UAV at 1.5nm final RW27, red and black in colour, south of the approach lane. The ERJ170 also subsequently reported the drone, confirming that it was at 1000ft. As a result, another following inbound aircraft elected to break off their approach from 2000ft and reposition.

Factual Background

The weather at London City was recorded as follows:

METAR EGLC 061420Z 23013KT 9999 BKN014 14/10 Q1017=

compliance with CAA regulations, the Board considered that the drone had been flown into conflict with the ERJ170.

As is often the case with drone Airprox the incident did not show on the NATS radars. Although the other pilots had also reported seeing the drone at a further distance away, the ERJ170 pilot estimated that the drone was 100ft above and within 50m of the ERJ170 (just over a wingspan away), when they passed by. Using this estimate as a guide, the Board determined that the risk was Category B, safety margins had been much reduced below normal.

PART C: ASSESSMENT OF CAUSE AND RISK

Cause: The drone was flown into conflict with the ERJ170.

Degree of Risk: B.