

Consolidated Drone/Balloon/Model/Unknown Object Report Sheet for UKAB Meeting on 6th December 2017

Total	Risk A	Risk B	Risk C	Risk D	Risk E
5	4	0	1	0	0

Airprox Number	Date Time (UTC)	Aircraft (Operator)	Object	Location Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Cause/Risk Statement	ICAO Risk
2017243	6 Oct 17 1536	C560 (Civ Comm)	Toy Balloons	5132N 00002W London City 2300ft	London CTR (D)	<p>The C560 pilot reports that on passing 2300ft in the climb-out from London City, the PM called 'watch out!' and pointed to the 11 o'clock position, after a 2 second delay, the PF saw approx 20 black and yellow party balloons, in a bundle, approx 2-3m diameter approaching the aircraft at the same altitude. The auto-pilot was disconnected and bank increased, and they levelled off as avoiding action and the bundle passed by approx 10m to the left and 2m above.</p>	<p>Cause: Being un-tethered and unmanned balloons, the Board agreed that it was not under direct control and that the incident was therefore best described as a conflict in Class D.</p> <p>Risk: The Board considered that the pilot's estimate of separation, allied to his overall account of the incident and his ability to avoid the balloons portrayed a situation where providence had played a major part in the incident and/or a definite risk of collision had existed. Notwithstanding, the Board recognised that the outcome would most likely have been benign even had collision occurred.</p>	A
2017254	25 Oct 17 1150	A321 (CAT)	Drone	5128N 00017W Kew 1700ft	London CTR (D)	<p>The A321 pilot reports on approach to RW27L at Heathrow when the crew saw a 3 or 4 engine white drone pass over the FO's window at a range of about 5ft. The crew considered that the drone passed close enough that it must have collided with the tail. No tangible evidence of collision could be found after landing by engineering staff and the aircraft was released back into service.</p> <p>Reported Separation: 5ft V/0m H Reported Risk of Collision: High</p>	<p>Cause: The drone was being flown in the vicinity of an airfield approach path and at the practical VLOS limit such that it was endangering other aircraft at that location and altitude. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the A321.</p> <p>Risk: The Board considered that the pilot's estimate of separation, allied to his overall account of the incident and his inability to avoid the drone portrayed a situation where providence had played a major part in the incident and/or a definite risk of collision had existed.</p>	A

Airprox Number	Date Time (UTC)	Aircraft (Operator)	Object	Location Description Altitude	Airspace (Class)	Pilot/Controller Report Reported Separation Reported Risk	Cause/Risk Statement	ICAO Risk
2017258	30 Oct 17 1600	Chinook (JHC)	Drone	5329N 00234W Leigh Flash VRP 1200ft	London FIR (G)	<p>The Chinook pilot reports he was transiting south-bound through the Manchester Low Level Route, passing directly overhead Leigh Flash VRP, when a 'football size' drone was observed to pass down the left hand side of the aircraft. It was red in colour, with a round body, and appeared to be static at the time. The pilot reported the occurrence to Manchester ATC.</p> <p>Reported Separation: 0ft V/100m H Reported Risk of Collision: High</p>	<p>Cause: The drone was entitled to operate at that location and altitude, and was not endangering other aircraft by being flown in proximity to airfield approach paths etc, and so the Board agreed that the incident was therefore best described as a conflict in Class G.</p> <p>Risk: The Board considered that the pilot's estimate of separation, allied to his overall account of the incident portrayed a situation where although safety had been reduced, there had been no risk of collision.</p>	C
2017264	4 Nov 17 1321	A320 (CAT)	Drone	5323N 00213W Manchester 500ft	Manchester CTR (D)	<p>The A320 pilot reports that he was on short finals for RW23R at Manchester when a medium sized quadcopter was seen 50ft to the right and 50ft below the aircraft. Neither the pilot nor the FO saw the drone, but an A320 FO travelling as a passenger in the cabin reported it.</p>	<p>Cause: The drone was being flown in the vicinity of an airfield approach path such that it was endangering other aircraft at that location and altitude. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the A320</p> <p>Risk: The Board considered that the description of the incident, allied to the overall account of the incident and the pilot's non-sighting portrayed a situation where providence had played a major part in the incident and/or a definite risk of collision had existed.</p>	A
2017267	17 Nov 17 1220	Do328 (CAT)	Drone	5323N 00212W 4nm NE Manchester Airport 1400ft	Manchester CTR (D)	<p>The Do328 pilot reports that he was just inside 4nm and fully established on the Manchester RW23R ILS in VMC on an IFR Flight Plan and carrying out his final configuration of the aircraft to land. He spotted an object, slightly ahead and below, passing the track of the aircraft from right to left. The object remained below and to the left of the aircraft as it passed. There was very little time from first sighting to it passing behind and out of view. It was a drone, white in colour with areas of blue trim. He did not carry out any avoiding action or a go-around. He immediately informed Manchester Tower that they had just encountered a drone.</p> <p>Reported Separation: 50ft V/20m H Reported Risk of Collision: High</p>	<p>Cause: The drone was being flown in the vicinity of an airfield approach path such that it was endangering other aircraft at that location and altitude. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the Do328.</p> <p>Risk: The Board considered that the pilot's description of the incident, allied to his overall account of the incident and his inability to avoid the drone portrayed a situation where providence had played a major part in the incident and/or a definite risk of collision had existed.</p>	A