

Consolidated Drone/Balloon/Model/Unknown Object Report Sheet for UKAB Meeting on 10th Oct 2018

Total	Risk A	Risk B	Risk C	Risk D	Risk E
12	5	5	2	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
2018167	1 Jul 18 1747	G450 (Civ Comm)	Drone	5132N 00035E East London FL120	London TMA (A)	<p>The G450 pilot reports that they were heading over London at FL120, when they saw what they were fairly certain was a drone, it was about a metre in size and passed 50ft above them. The sighting lasted not more than 2 seconds and allowing for human factors including surprise, they were 80% certain it was a drone. They reported it to ATC and pushed the 'event' button to record their position and flight parameters.</p> <p>Reported Separation: 50ftV/20ft H</p>	<p>Cause: The drone was being flown above the VLOS limit and at an altitude such that it was endangering other aircraft at that location. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the G450.</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>	A
2018168	27 Jun 18 0831	EMB550 (Civ Comm)	Drone	5121N 00027W 4nm N OCK FL070	London TMA (A)	<p>The EMB550 pilot reports leaving FL070 at a point 4nm north of the OCK beacon when the co-pilot (PF) saw an object pass the aircraft on the right which he believed to be a drone. Nothing was seen on TCAS and the Captain (PM) notified Heathrow Director.</p> <p>Reported Separation: 0ft V/50ft H</p>	<p>Cause: The drone was being flown above the VLOS limit and at an altitude such that it was endangering other aircraft at that location. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the EMB550.</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>	A

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2018170	12 Jul 10 1415	Chinook (JHC)	Drone	5111N 00112W IVO Popham 1200ft	London FIR (G)	<p>The Chinook pilot reports that he was the No 2 in a formation of two aircraft, transiting southwest at 1200ft from the western edge of Basingstoke towards the A303/M3 junction. The crewman initially asked for the current height of the aircraft, before informing the crew that he had seen a drone pass by the starboard side of the aircraft at the same height at a range of about 200m. It was described as a quadcopter with a white body and black legs. Neither of the two pilots saw the UAV.</p> <p>Reported Separation: 0ft V/200m H Reported Risk of Collision: Medium</p>	<p>Cause: The drone was being flown within VLOS limits and clear of airfield activity. 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 overall account of the incident portrayed a situation where although safety had been reduced, there had been no risk of collision.</p>	C
2018171	07 Jul 18 1300	A320 (CAT)	Drone	5127N 00004W 11nm E Heathrow 3700ft	London TMA (A)	<p>The A320 pilot reports that at about 3700ft and 11.5nm on the Heathrow 27L ILS, the FO spotted a black drone. It passed about 200ft below and 50m laterally down the left-hand side.</p> <p>Reported Separation: 200ft V/50m H Reported Risk of Collision: Medium</p> <p>The London TCC controller reports that the A320 pilot reported seeing a drone when on 13nm final to RW27L. A subsequent aircraft reported the same drone and following this all other aircraft were kept at 4500ft to overfly the area until it was certain to be clear.</p>	<p>Cause: The drone was being flown above the VLOS limit and in an airfield approach lane such that it was endangering other aircraft at that location. 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 pilot's overall account of the incident portrayed a situation where safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B
2018173	16 Jul 18 1325	DHC8 (CAT)	Drone	5130N 00008E 3.5nm E London/City 1400ft	London/City CTR (D)	<p>The DHC8 pilot reports descending on final approach at London/City when the crew saw a black 'quadcopter' drone in the left 11 o'clock which passed down the left side of the aircraft. The drone was reported to ATC by radio.</p> <p>Reported Separation: 0ft V/50m H Reported Risk of Collision: High</p>	<p>Cause: The drone was being flown at the VLOS limit and in an airfield approach lane such that it was endangering other aircraft at that location. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the DHC8.</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B

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2018175	12 Jul 18 1513	DA42 (Civ Comm)	Drone	5113N 00207W 2nm WSW Imber Village 4500ft	EG D123 (G)	<p>The DA42 pilot reports that he was operating within the confines of EG D123, maintaining an altitude of 4500ft. During a steep turn to the left he saw a silver and red 'quadcopter' drone pass below and on the left. He informed the controlling authority who informed him they were unaware of any drone activity other than that already notified, coordinated and briefed and from which he was already separated.</p> <p>Reported Separation: 300ft V/200ft H Reported Risk of Collision: Medium</p>	<p>Cause: The drone was being flown above the VLOS limit and at an altitude such that it was endangering other aircraft at that location. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the DA42.</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
2018176	14 Jul 18 0745	A321 (CAT)	Drone	5327N 00204W 10nm Manchester Approach 3500ft	Manchester TMA (A)	<p>The A321 pilot reports that he was being vectored for an ILS RW23R at Manchester. At about 10nm finals (in the vicinity of Arnfield Reservoir) at 3500ft, a crew member saw what appeared to be a drone in close proximity. It was estimated to be within 200ft laterally and at the same altitude. It was reported to Manchester ATC. The pilot noted that as a drone operator himself, he was aware that some drones have software on them to prevent flying in CAS. He opined that better education, training and regulation on the sales of the drones was needed to minimise the risk.</p> <p>Reported Separation: 0ft V/200ft H</p> <p>The Manchester controller reports that the A321 pilot reported seeing a drone to the left of his aircraft. He reported it as white. No further sightings were made.</p>	<p>Cause: The drone was being flown above the VLOS limit and in an airfield approach lane such that it was endangering other aircraft at that location. 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 overall account of the incident portrayed a situation where safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B
2018177	14 Jul 18 1007	A321 (CAT)	Unk Obj	5229N 00147W 3nm NW Birmingham Airport 900ft	Birmingham CTR (D)	<p>The A321 pilot reports that he was on final approach when he saw an object pass directly beneath the aircraft. He thought it was either some sort of balloon or a drone.</p> <p>Reported Separation: 25ft V/0m H</p>	<p>Cause: The Board were not able to ascertain whether the object was a balloon or a drone and therefore agreed that the incident was best described as a conflict in Class D.</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>	A

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2018179	7 Jul 18 1448	ATR72 (CAT)	Drone	5558N 00258W 14nm E Edinburgh FL049	Edinburgh CTA (D)	<p>The ATR72 pilot reports that he was on base leg for an IFR approach to Edinburgh RW24 when the FO saw a drone in the 12 o'clock, initially well below but which appeared to be climbing. It passed down the left side of the aircraft slightly above.</p> <p>Reported Separation: 200ft V/10m H Reported Risk of Collision: Medium</p>	<p>Cause: The drone was being flown above the VLOS limit such that it was endangering other aircraft at that location. The Board wondered whether there had been opportunity for the ATR72 pilot to avoid the drone but agreed that the incident was best described as the drone was flown into conflict with the ATR42.</p> <p>Risk: The Board considered that the pilot's overall account of the incident, given that they had seen the drone at range, portrayed a situation where safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B
2018184	13 Jul 18 1434	B787 (CAT)	Drone	5128N 00018W Woolwich 3000ft	London TMA (A)	<p>The B787 pilot reports that he was departing from Heathrow RW09R when he saw a small drone pass down the right-hand-side of the aircraft about 200ft below. It was spotted too late to take any avoiding action.</p> <p>Reported Separation: 200ft V Reported Risk of Collision: Medium</p> <p>The London TCC controller reports that the B787 pilot was departing from Heathrow, passing 3000ft climbing to 6000ft, when the pilot reported seeing a drone.</p>	<p>Cause: The drone was being flown above the VLOS limit and in an airfield departure lane such that it was endangering other aircraft at that location. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the B787.</p> <p>Risk: The Board considered that the pilot's overall account of the incident portrayed a situation where safety had been much reduced below the norm to the extent that safety had not been assured.</p>	B
2018192	21 Jul 18 1630	C152 (Civ FW)	Drone	5256N 00116W Trowell services 2080ft	London FIR (G)	<p>The C152 pilot reports that he was on a navigational exercise with a student at a height of 2080ft, when a flying object passed to their right at a similar altitude within 15m of them. He believed it was possibly a drone.</p> <p>Reported Separation: 0ft V/15m H</p>	<p>Cause: The drone was being flown above the practical VLOS limit such that it was endangering other aircraft at that location. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the C152.</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>	A

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2018193	22 Jul 18 1742	B777 (CAT)	Drone	5128N 00008W Nine Elms 3500ft	London TMA (A)	<p>The B777 pilot reports that he was on final approach to Heathrow at a range of about 12nm when they encountered a drone just above and to the left of the aircraft. It had previously been reported both on ATIS and by ATC as being at 8 miles and at 3400 feet. Workload was high, approach was into sun and the sighting was at the last moment.</p> <p>Reported Separation: 100ft V/50m H Reported Risk of Collision: Medium</p>	<p>Cause: The drone was being flown above the VLOS limit and in an airfield approach path such that it was endangering other aircraft at that location. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the B777.</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>	A