

## Consolidated Drone/Balloon/Model/Unknown Object Report Sheet for UKAB Meeting on 10 April 2019

| Total | Risk A | Risk B | Risk C | Risk D | Risk E |
|-------|--------|--------|--------|--------|--------|
| 7     | 2      | 2      | 2      | 1      | 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 |
|----------------|-------------------|---------------------|--------|---|---------------------------|---|---|-----------|
| 2019038        | 26 Feb 19<br>1335 | B777<br>(CAT)       | Drone  | 5136N 00010W<br>Potters Bar<br>6000ft       | London TMA<br>(A)         | <p><b>The B777 pilot</b> reports departing Heathrow on a SID when both pilots saw a white, square-shaped object straight ahead and marginally lower. About ½sec later it passed underneath the left wing. There was insufficient time to take avoiding action; the incident was reported to ATC who warned the aircraft behind them.</p> <p><b>Reported Separation:</b> 20ft V/0m H<br/><b>Reported Risk of Collision:</b> High</p>   | <p><b>Cause:</b> The drone was being flown above the maximum permitted height of 400ft and within controlled airspace 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><b>Risk:</b> 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         |
| 2019039        | 25 Feb 19<br>1145 | EMB170<br>(CAT)     | Drone  | 5130N 00005W<br>5nm W London City<br>2000ft | London/City<br>CTR<br>(D) | <p><b>The EMB170 pilot</b> reports that at approximately 5nm final for RW09 and level at 2000ft, an object, believed to be a drone, was spotted. The drone was about 200ft below and was initially spotted in the 1 o'clock position, 2-300m laterally, tracking in the opposite direction and was visible for 3-4 seconds until it passed out of sight down the right-hand side of the aircraft. It was a dark colour, dark grey or blue.</p> <p><b>Reported Separation:</b> 200ft V/2-300m H<br/><b>Reported Risk of Collision:</b> Low</p> | <p><b>Cause:</b> The drone was being flown above the maximum permitted height of 400ft and in controlled airspace 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 EMB170.</p> <p><b>Risk:</b> 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 Description Altitude   | Airspace (Class) | Pilot/Controller Report Reported Separation Reported Risk  | Cause/Risk Statement  | ICAO Risk |
|----------------|-----------------|---------------------|--------|---------------------------------|------------------|--|---|-----------|
| 2019040        | 9 Mar 19 0708   | B777 (CAT)          | Drone  | 5129N 00014W Earls Court 2500ft | London CTR (D)   | <p><b>The B777 pilot</b> reports fully established on the RW27R ILS at 7.5nm when the Captain (PM) observed a white drone pass below from southwest to northeast (left to right). First sighting was no more than a couple of seconds before it passed underneath. The incident was reported on Heathrow tower frequency.</p> <p><b>Reported Separation:</b> 200ft V/0m H<br/><b>Reported Risk of Collision:</b> Medium</p>  | <p><b>Cause:</b> The drone was being flown above the maximum permitted height of 400ft and in controlled airspace 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><b>Risk:</b> 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         |
| 2019041        | 28 Feb 19 1400  | PA31 (Civ Comm)     | Drone  | 5057N 00120W Southampton 6000ft | London FIR (G)   | <p><b>The PA31 pilot</b> reports that he was on an Air Ambulance flight to Oxford, after passing Southampton at 6000ft, heading 330° towards KENET, he observed a possible drone. It was below and on a reciprocal heading. The object was the size of a football and light grey in colour, it wasn't thought to be a balloon because of its stability. It could have been stationary but was giving the impression of a reciprocal heading because of his forward track.</p> <p><b>Reported Separation:</b> &lt;1000ft V/0m H<br/><b>Reported Risk of Collision:</b> None</p> | <p><b>Cause:</b> The drone was being flown above the maximum permitted height of 400ft 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 PA31.</p> <p><b>Risk:</b> 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         |
| 2019042        | 24 Feb 19 1505  | B787 (CAT)          | Drone  | 5136N 00028W Harefield 7000ft   | London TMA (A)   | <p><b>The B787 pilot</b> reports that a white drone passed on the right hand side, slightly below their level. The incident was reported to ATC and a police statement given on landing. The pilot noted that the aircraft behind them also reported a drone.</p> <p><b>Reported Separation:</b> Not reported<br/><b>Reported Risk of Collision:</b> Medium</p>  | <p><b>Cause:</b> The drone was being flown above the maximum permitted height of 400ft and in controlled airspace 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><b>Risk:</b> 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         |

| 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 |
|----------------|-----------------|---------------------|--------|------------------------------------|------------------|---|---|-----------|
| 2019043        | 17 Mar 19 1338  | B787 (CAT)          | Drone  | 5127N 00025W Heathrow 250ft        | London CTR (D)   | <p><b>The B787 pilot</b> reports that whilst on short finals to RW27L, at around 250ft, a drone was spotted on the right-hand side. It was around 2ft in diameter and white in colour. He believed it had 4 rotors and was hovering over what appeared to be a car-park area.</p> <p><b>Reported Separation:</b> Not reported<br/><b>Reported Risk of Collision:</b> Low</p>            | <p><b>Cause:</b> The drone was being flown within the lateral and vertical limits of an FRZ 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><b>Risk:</b> 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         |
| 2019046        | 24 Mar 19 1813  | EMB170 (CAT)        | Drone  | 5139N 00122E 25nm E Southend FL090 | London TMA (A)   | <p><b>The EMB170 pilot</b> reports having just levelled off when the FO saw an object directly ahead of them. The Captain looked out and saw a dark object with red areas that passed above them at high speed, which the FO identified as a drone. The incident was reported to ATC.</p> <p><b>Reported Separation:</b> 150ft V/0m H<br/><b>Reported Risk of Collision:</b> Medium</p> | <p><b>Cause:</b> The drone was being flown above the maximum permitted height of 400ft and in controlled airspace 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 EMB170.</p> <p><b>Risk:</b> 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         |