

Consolidated Drone/Balloon/Model/Unknown Object Report Sheet for UKAB Meeting on 21st February 2018

Total	Risk A	Risk B	Risk C	Risk D	Risk E
2	1	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
2018003	7 Jan 18 1133	A319 (CAT)	Drone	5131N 00019W Perivale, London 4800ft	London TMA (A)	<p>The A319 pilot reports that on climb-out from Heathrow, passing 4800ft a medium-sized, white drone passed directly overhead, with an estimated separation of 20ft. There was no time for the flight path to be altered. It was reported to ATC and to the police and written up in the tech log for a precautionary inspection.</p> <p>Reported Separation: 20ft V/0m H Reported Risk of Collision: High</p>	<p>Cause: The drone was being flown above the practical VLOS limit such that it was endangering other aircraft at that altitude and position. The Board agreed that the incident was therefore best described as the drone was flown into conflict with the A319.</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
2018009	16 Jan 18 1230	A320 (CAT)	Drone	5128N 00011E 8nm NE Biggin Hill 2500ft	London CTA (D)	<p>The A320 pilot reports that they were just establishing on the ILS LOC at Biggin Hill for RW21 and at approx. 2500ft. Both crew members saw an object in the 11 o'clock position flying around. They tracked it for a couple of seconds, before identifying it as a drone as it passed to the left-hand-side, about 0.5nm from the aircraft. They reported it to ATC.</p> <p>Reported Separation: 0.5nm H Reported Risk of Collision: High</p> <p>The Thames Controller reports that they were providing a service to the A320 inbound to Biggin Hill. Whilst on base leg for the ILS RW21, the pilot reported a drone to the left-hand-side being flown at a distance of 0.5nm from the aircraft. There was no radar return, but the pilot was happy to continue with the approach. At that position and level, the drone was well inside CAS.</p>	<p>Cause: The drone was being flown above the practical VLOS limit such that it was endangering other aircraft at that 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 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