Civil Aviation Authority
Finance and Corporate Services
Information Management

14 July 2010
FOIA reference: F0001012

Dear XXXX

I am writing in respect of your recent application of 30 June 2010, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

1. *The total number of safety incidents recorded at Belfast City Airport and the nature of those (including any accompanying reports) - from 1/1/10 till 30/6/10?*

2. *The total number of recorded incidents of damage to houses attributed to aircraft landing or taking off from Belfast City Airport (including any accompanying reports)?*

3. *If it exists could the CAA provide me with a chart or details of the flight paths for the landing and take-off of aircraft at Belfast City Airport?*

Our response:

In assessing your request in line with the provisions of the Freedom of Information Act 2000, we are pleased to be able to provide the information below and attach the information requested.

1. The CAA's Mandatory Occurrence Reporting Scheme is intended to record reportable occurrences which endangered or which, if not corrected, would have endangered an aircraft, its occupants or any other person.

   We have searched the database for all reportable occurrences at Belfast City Airport for the dates 01 January 2010 to 30 June 2010 inclusive, and have provided a summary of those reports, which is attached (see attachment 1).

2. We have also carried out a separate search of the total number of reported incidents under the Mandatory Occurrence Reporting Scheme, which involve damage to houses attributed to aircraft landing, or taking off from Belfast City Airport, for the period 01 January 1976, to all processed reports up to and including 13 July 2010, and provided a summary of those reports, which is also attached (see attachment 2).

3. The information you have requested can be found on the CAA's website using the following link:

Civil Aviation Authority
Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 768512 rick.chatfield@caa.co.uk

http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=19&Itemid=74.html

If you are not satisfied with how we have dealt with your request in the first instance you may approach the Freedom of Information Case Manager in writing at:-

Rick Chatfield
FOIA & EIR Case Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
rick.chatfield@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF
www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at http://www.caa.co.uk/foi.

Yours sincerely

Rick Chatfield
FoIA & EIR Case Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

PubRel

Date Printed : 14 July 2010

Safety Regulation Group
Safety Data

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Direct Dial 01293 573220
Direct Fax 01293 573972
E-mail sdd@caa.co.uk

Switchboard 01293 567171
Fax 01293 573999

These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) system by a member of Safety Data

The MOR system records include information reported to the CAA, information obtained from CAA investigations, and deductions by CAA staff based on the available information. The authenticity of the contents or the absence of errors and omissions cannot be guaranteed. Records in this system commenced on 1 January 1976 coincident with the introduction of Mandatory Occurrence Reporting in the UK, but occurrences reported voluntarily are also included, and no distinction is made between them.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.

SUBJECT: **Mandatory Occurrence Reports recorded for Belfast City Airport.**
PERIOD : **01 January 2010 to 30 June 2010 (all processed reports).**

A/C Type :	A320	**Occurrence Number :**	**201000166**
Flight Phase :	Initial Climb	**Occurrence Date :**	09 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	GPWS Report Windshear / Gusts	**Location Info :**	

Pretitle :
Windshear alarm activated at approximately 900ft during the climb due to wind shift and an increase in wind speed.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**201000179**
Flight Phase :	Take Off	**Occurrence Date :**	09 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	A/c Structure Failure / Malfunction Icing Problems Rejected Take-Off	**Location Info :**	

Pretitle :
RTO at approx 80kts due to 'Fuselage Doors' warning. Aircraft returned to stand as rear service door showed open on MFD. Damp on sensor suspected associated with overnight freezing condition on door.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.

Precis :
Aircraft released for service and no further problems noticed.

A/C Type :	A320	**Occurrence Number :**	**201000191**
Flight Phase :	Approach	**Occurrence Date :**	09 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A320 after landing reported being targeted by a bright white light on approach. Crew reported that the light was switched on as the a/c approached 3nm final and followed the a/c down the approach.

Precis :

A/C Type :	Cessna C550 Citation 2	**Occurrence Number :**	**201000259**
Flight Phase :	Taxi	**Occurrence Date :**	13 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Flight Crew Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
After landing on R/W22, C550 failed to follow ATC instructions and vacated R/W at old disused cross R/W. C550 advised of its error and continued to its parking area. Taxiway inspection carried out.

Precis :
Following taxiway inspection by operations, loose debris was found abeam disused cross R/W.

A/C Type :	A319	**Occurrence Number :**	**201000413**
Flight Phase :	Parked	**Occurrence Date :**	18 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	A/c Loading Problem	**Location Info :**	

Pretitle :
When loaders opened rear hold of A319, which was parked on Stand 5, they found that the nets were not secure and bags were about to fall out.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201000428**
Flight Phase :	Landing	**Occurrence Date :**	10 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Windshear / Gusts	**Location Info :**	

Pretitle :
Wind gust caused aircraft to be unstable on final approach.

Precis :
Low level windshear gusting to 38kts prior to and during the flare caused a speed increase of +15kts. Aircraft unable to land in touchdown zone. Go-around carried out. Second approach successful.

A/C Type :	DHC8	**Occurrence Number :**	**201000448**

Flight Phase :	Cruise	**Occurrence Date :**	19 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	A/c Technical Occurrence	**Location Info :**	

Pretitle :
During cruise service door warning illuminated. Checklist used and pressurisation checked. Door appeared to be secure. Flight continued to destination.

Precis :
Investigations found a degree of contamination on the door contacts.

A/C Type :	DHC8	**Occurrence Number :**	**201000591**
Flight Phase :	Climb	**Occurrence Date :**	22 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Flight Director (FD) vertical mode bars giving dubious instructions during climb.

Precis :
On numerous occasions during the climb, Flight Director (FD) mode bars appeared to command a large pitch up, which did not seem appropriate. Due to the possibility of the AP following the FD, AP disconnected.

A/C Type :	B737	**Occurrence Number :**	**201000650**
Flight Phase :	Taxi	**Occurrence Date :**	18 Jan 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Flight Crew Occurrence Ramp Incident	**Location Info :**	

Pretitle :
While ground handling were carrying out FOD check on Stand 7A and stand guidance inactive, B737 entered stand, forcing ground crew to vacate stand prior to completing FOD check.

Precis :
Airport Authority have asked operator to investigate. Additionally, incident will be discussed at next Airside Safety Committee meeting.

A/C Type :	EMB 190 Series	**Occurrence Number :**	**201000892**
Flight Phase :	Parked	**Occurrence Date :**	02 Feb 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Rear left slide activated when pax door opened.

Precis :
Cabin attendant passed doors onto manual cross checks to the SCCM. Cabin attendant instructed by Captain to open door, the door was disarmed but did not fully open and the slide girt bar was still attached to the floor of a/c. Pax disembarked via the front left door. No injuries reported.

A/C Type :	DHC8	**Occurrence Number :**	**201002033**
Flight Phase :	Climb	**Occurrence Date :**	09 Mar 2010

Classification :	Occurrences	**Location :**	Belfast City
Events :	Landing Gear Problems Emergency Call	**Location Info :**	

Pretitle :
'Red' NLG light remained illuminated after 'Gear Up' selection during the climb. PAN declared. Flight continued to scheduled destination. Alternate gear extension prior to a safe landing.

Precis :
Aircraft towed to the stand due to nose wheel steering having failed.

A/C Type :	Agusta AB139	**Occurrence Number :**	**201002573**
Flight Phase :	Taxi	**Occurrence Date :**	24 Mar 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Flight Crew Occurrence Taxiway Incursion Runway Incursion	**Location Info :**	

Pretitle :
Runway incursion by an A139 at A3 with a DHC8 at 2nm on finals. Go-around initiated by ATC. The a/c had previously turned onto the wrong taxiway in potential conflict with a B737.

Precis :
A139 pilot later apologised and reported being flustered/distracted by the previous incident with the B737 and when he looked up he realised he had entered the R/W.

A/C Type :	DHC8	**Occurrence Number :**	**201002580**
Flight Phase :	Initial Climb	**Occurrence Date :**	25 Mar 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	A/c Equipment / System Malfunction Smoke / Fumes Diversion /Return Crew Illness / Incapacitation GPWS Report	**Location Info :**	12nm NE

Pretitle :
Strong sweet sickly smell from air conditioning packs after bleeds selected on during climb out. Crew donned oxygen masks. Aircraft returned. Normal checklist actioned, recirculation fan turned off.

Precis :
During transition to visual approach handling pilot experienced visual interference causing him to lose sight of runway. Non-handling pilot took control and regained profile, although an EGPWS 'Sink Rate' warning activated over threshold. Uneventful landing and aircraft stopped on runway with fire services in attendance. Flight crew escorted off aircraft, placed on oxygen and then transferred to hospital by ambulance, but later discharged.

A/C Type :	DHC8	**Occurrence Number :**	**201002607**
Flight Phase :	Approach	**Occurrence Date :**	25 Mar 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Pressurisation Failure	**Location Info :**	

Pretitle :
Loss of pressurisation during approach.

Precis :

During departure, pressurisation was slow to climb, stabilising to a normal rate. It remained normal in the cruise and most of the descent. On base leg the pressurisation began to climb very rapidly, at the same point a loud bang was heard from the rear of the aircraft. As the aircraft passed 3000ft the cabin pressure was dumped and approach continued to a normal landing. On inspection the rear blow out panel had blown out.

A/C Type :	A319	**Occurrence Number :**	**201002617**
Flight Phase :	Parked	**Occurrence Date :**	25 Mar 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Ramp Incident	**Location Info :**	

Pretitle :
During end of boarding, ramp staff began to pull steps away from A319 whilst a passenger was standing on the platform at top of steps. Ramp staff were told to stop and passenger came down the steps.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201002861**
Flight Phase :	Descent	**Occurrence Date :**	02 Apr 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
ATC misinterpreted B737's request to make a three sixty at present position as reduce to one sixty on the procedure. B737 subsequently broke off the approach to R/W04.

Precis :
ATC believed that a B737 on approach to R/W04 had asked to reduce to one sixty on the procedure, which was approved as there was nothing following. B737 then informed ATC it was turning left three sixty, which ATC queried and B737 informed ATC it was too high. B737 was instructed to climb to 3000ft, then instructed to climb immediately to 3000ft. Both were read back correctly. B737 was vectored for a normal landing. Review of tapes revealed that B737 had in fact asked to make a three sixty present position 2000ft.

A/C Type :	EMB 190 Series	**Occurrence Number :**	**201002985**
Flight Phase :	Take Off	**Occurrence Date :**	06 Apr 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Windshear / Gusts	**Location Info :**	

Pretitle :
Windshear caution on take-off. Standard recovery flown.

Precis :

A/C Type :	BD 700 Global Express	**Occurrence Number :**	**201004029**
Flight Phase :	Climb	**Occurrence Date :**	08 May 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	6 NE

Pretitle :
BD700 was cleared to climb to 3000ft, which was read back incorrectly and corrected. Once airborne

a/c instructed to maintain 3000ft, which was incorrectly read back. A/c observed at 3700ft.

Precis :
The second incorrect readback was corrected again and Belfast International alerted. Standard separation maintained.

A/C Type :	B737	**Occurrence Number :**	**201004133**
Flight Phase :	Climb	**Occurrence Date :**	11 May 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Fumes Diversion /Return	**Location Info :**	

Pretitle :
Flight crew reported a smell of smoke in the cabin. Full emergency declared. Aircraft landed with no assistance required.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201004191**
Flight Phase :	Initial Climb	**Occurrence Date :**	07 May 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
B737 as per standing agreement was to level at 3000ft but was observed at 3400ft before descending back to 3000ft. Standard separation maintained.

Precis :

A/C Type :	SA226T Metro 3	**Occurrence Number :**	**201004906**
Flight Phase :	Other	**Occurrence Date :**	15 May 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Flight Crew Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
A/c crew started nr2 engine without guidance of ground crew.

Precis :
Ground crew advised a/c that GPU had a fault and needed to be changed. On returning nr2 engine had already been started. Airport Authority are taking appropriate follow up action.

A/C Type :	A319	**Occurrence Number :**	**201005439**
Flight Phase :	Descent	**Occurrence Date :**	12 Jun 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at 3000ft was targeted by a laser. Local authorities informed.

Precis :

A/C Type :	GD Eqp Svs	**Occurrence Number :**	**201005446**
Flight Phase :	Not Applicable	**Occurrence Date :**	09 Jun 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	ATC Engineering	**Location Info :**	

Pretitle :
VCR1 total comms failure commenced at 1618hrs for approx 30secs. VCR lines also suffered temporary failure. Radar experienced similar frequency and telephone failures. Inbound a/c affected.

Precis :
Normal operations resumed at 1743hrs.

A/C Type :	Unknown	**Occurrence Number :**	**201005450**
Flight Phase :	Approach	**Occurrence Date :**	08 Jun 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Wake Turbulence Falling Object 3rd Party Injury / Death	**Location Info :**	

Pretitle :
Suspected wake vortex. Two reports from neighbouring houses concerning damage and disruption to roof tiles. Injuries caused to one of the reporters.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201005481**
Flight Phase :	Descent	**Occurrence Date :**	12 Jun 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at 2500ft was targeted by a green laser for approximately 20 secs. ATC informed.

Precis :

PubRel

Date Printed : 14 July 2010

Safety Regulation Group
Safety Data

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Direct Dial 01293 573220
Direct Fax 01293 573972
E-mail sdd@caa.co.uk

Switchboard 01293 567171
Fax 01293 573999

These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) system by a member of Safety Data

The MOR system records include information reported to the CAA, information obtained from CAA investigations, and deductions by CAA staff based on the available information. The authenticity of the contents or the absence of errors and omissions cannot be guaranteed. Records in this system commenced on 1 January 1976 coincident with the introduction of Mandatory Occurrence Reporting in the UK, but occurrences reported voluntarily are also included, and no distinction is made between them.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.

SUBJECT: **Mandatory Occurrence Reports concerning damage to third party property And as reported as occurring at Belfast City.**
PERIOD : **01 January 2010 to all processed reports as at 13 July 2010.**

A/C Type :	Unknown	**Occurrence Number :**	**201005450**
Flight Phase :	Approach	**Occurrence Date :**	08 Jun 2010
Classification :	Occurrences	**Location :**	Belfast City
Events :	Wake Turbulence Falling Object 3rd Party Injury / Death	**Location Info :**	

Pretitle :
Suspected wake vortex. Two reports from neighbouring houses concerning damage and disruption to roof tiles. Injuries caused to one of the reporters.

Precis :

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.