Finance and Corporate Services
Information Management

14 May 2013
FOIA reference: F0001529

Dear XXXX

I am writing in respect of your recent application of 24 April 2013, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

> *"Is there a spot to review reports of UAV accidents/incidents? Specifically was interested in a UAV incident/crash a few weeks ago in London at the X games. Video was posted on line and there were several news stories. Would like to read the MOR on such incidents".*

Our response:

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

Incident reports are provided to the CAA under the terms of the Mandatory Occurrence Reporting (MOR) scheme, as described under Article 226 of the Air Navigation Order 2009 (ANO). Each report made is reviewed and, where appropriate, further investigation carried out and action taken.

We have searched the CAA database for any Mandatory Occurrence Report that involves an unmanned aircraft system and attached a summary of those reports inclusive of all reports processed up to and including 02 May 2013. We have however, removed identifying information from these reports as this information is exempt from disclosure under section 44(1)(a) of the FOIA.

Section 44(1)(a) of the FOIA provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information which relates to a particular person (which includes a company or organisation) and has been supplied to the CAA pursuant to an Air Navigation Order (ANO) is prohibited from disclosure, (a copy of this exemption can be found enclosed).

For more information about the Mandatory Occurrence Reporting scheme, please refer to CAP382 which can be found at: www.caa.co.uk/cap382

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

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@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
Information Rights and Enquiries Officer

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.

Freedom of Information Act: Section 44

(1) Information is exempt information if its disclosure (otherwise than under this Act) by the public authority holding it-

(a) is prohibited by or under any enactment,
(b) is incompatible with any Community obligation, or
(c) would constitute or be punishable as a contempt of court.

(2) The duty to confirm or deny does not arise if the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) fall within any of paragraphs (a) to (c) of subsection (1).

Section 23 of the Civil Aviation Act is such a statutory prohibition. Accordingly, the obligations of the CAA to comply with Section 23 are unaffected by the Freedom of Information Act.

Under Section 23, information supplied to the CAA in connection with its regulatory functions and which relates to a particular individual or organisation must not be disclosed by the CAA unless such disclosure is authorised by one of the exceptions contained in Section 23 itself.

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Date Produced: 14 May 2013

Safety Regulation Group
Safety Data

Aviation House **Gatwick Airport South** **West Sussex** **RH6 0YR**	Direct Dial Direct Fax E-mail	01293 573220 01293 573972 sdd@caa.co.uk	Switchboard Fax	01293 567171 01293 573999

These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) Scheme 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: **All reportable occurrences involving a UAV/UAS**
PERIOD : **All reports held up to and including 02 May 2013.**

Make/mdl/srs: OTHER (OTHER)
Phase of Flight: Landing
Classification: Occurrence without safety effect
Event Type:

File Number: **200206698**
UTC Date: 17/09/2002
Location: Llanbedr

Headline:
Jindivik UAV bounced on touch down and departed the runway.

Narrative:

Make/mdl/srs: OTHER Military
Phase of Flight:
Classification: Occurrence without safety effect
Event Type:

File Number: **200609429**
UTC Date: 11/10/2006
Location: D201

Headline:
Infringement of active Danger Area D201 by a two militarya/c at 1600ft. Firing stopped and avoiding action taken by the controller of the UAV.

Narrative:

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**200910346**
Phase of Flight:		**UTC Date:**	23/09/2009
Classification:	Occurrence without safety effect	**Location:**	Aberporth
Event Type:			

Headline:
"Problems experienced" immediately after take-off. Landedback on runway. Some structural damage sustained by the air vehicle.

Narrative:

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201002077**
Phase of Flight:		**UTC Date:**	05/03/2010
Classification:	Occurrence without safety effect	**Location:**	
Event Type:			

Headline:
Incorrect manufacture of internal wing fuel tanks.

Narrative:
Borescope inspection of the RH wing during aircraft manufacture revealed a number of rubber bungs in numerous transfer holes within the internal fuel cells. Original equipment manufacturer alerted. Blockages either due to excess usage of PRC sealant or the neoprene rubber cord used to protect the holes during painting with PRC not having been removed. RH wing to be reworked to clear draining holes.

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201002078**
Phase of Flight:		**UTC Date:**	03/03/2010
Classification:	Occurrence without safety effect	**Location:**	
Event Type:			

Headline:
During initial set up during aircraft manufacture, it wasobserved that the RH inboard aileron failed to travel to its full end stop during full range movement checks.

Narrative:
Investigation found that the zero position of the actuator was approximately seven degrees out of

position. Furtherinvestigation on identical actuators found similar discrepancies in the setting of their zero neutral positions. Incident being investigated by the original equipment manufacturer. Actuators to be recalled by OEM for zero position verification and possible recalibration.

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201004467**
Phase of Flight:		**UTC Date:**	17/05/2010
Classification:	Occurrence without safety effect	**Location:**	Warton
Event Type:			

Headline:
During maintenance, LH ruddervator outboard locating spigot block found to have disbonded from the glass reinforcedplastic surface.

Narrative:

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201005500**
Phase of Flight:		**UTC Date:**	28/04/2010
Classification:	Occurrence without safety effect	**Location:**	Stonehaven
Event Type:			

Headline:
Aircraft descended rapidly, pitched down and yawed prior to impacting the ground.

Narrative:
Investigation concluded that a loss of aircraft control was caused by alleged unauthorised modifications to a high voltage cable which resulted in burning through a control cable.

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201006997**
Phase of Flight:		**UTC Date:**	12/06/2010
Classification:	Occurrence without safety effect	**Location:**	Aberporth
Event Type:			

Headline:
During hover, aircraft was seen to yaw and rotate slightly before commencing an un-commanded downward trajectory, travelling 60m before impacting the ground.

Narrative:

Make/mdl/srs:	MD HELICOPTER MD900 OTHER (UAV)	**File Number:**	**201010668**
Phase of Flight:	Cruise	**UTC Date:**	21/09/2010
Classification:	Incident	**Location:**	Headcorn / Lashenden
Event Type:	Loss of separation between aircraft Loss of separation - aircraft both airborne Near collision with other airborne object		

Headline:
UK AIRPROX 2010/142 - MD902 and a small unidentified UAS (Unmanned Aircraft System) 3nm South of Headcorn at 1200ft.

Narrative:
CAA Closure: Conflict between the MD902 and an untraced UAS in Class G airspace. This AIRPROX has been subject to aseparate review by the United Kingdom AIRPROX Board (UKAB).

Make/mdl/srs:	UNKNOWN UNKNOWN	**File Number:**	**201105445**
Phase of Flight:	En-route	**UTC Date:**	19/05/2011
Classification:	Incident	**Location:**	Aberporth
Event Type:	Flight crew Aircraft navigation Airspace infringement Aircraft operation general Flight crew/ANS Provision of ANS traffic information		

Headline:
Infringement of the West Wales Airport RA(T) by unidentified a/c. Traffic info given. UAV active.

Narrative:

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201107395**
Phase of Flight:		**UTC Date:**	30/06/2011
Classification:	Occurrence without safety effect	**Location:**	Other
Event Type:			

Headline:
Crash landing resulting from yaw control failure. No audible, visual or ground station warnings.

Narrative:

Make/mdl/srs:	OTHER Military OTHER Military	**File Number:**	**201107752**
Phase of Flight:	En-route	**UTC Date:**	06/07/2011
Classification:	Occurrence without safety effect	**Location:**	West Wales
Event Type:			

Headline:
Infringement of West Wales Airport RA(T) by military a/c whilst UAV activity taking place.

Narrative:

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201113484**
Phase of Flight:		**UTC Date:**	26/10/2011
Classification:	Occurrence without safety effect	**Location:**	Unknown
Event Type:			

Headline:
Watchkeeper UAV seen passing 3700ft when cleared altitude3000ft. A/c then cleared to requested altitude of 5000ft.

Narrative:
The aircrew reported after the event that there had been a technical issue during the climb out. In dealing with it, they inadvertently climbed above the cleared altitude.

Make/mdl/srs:	UNKNOWN	**File Number:**	**201202219**
Phase of Flight:	En-route	**UTC Date:**	01/03/2012
Classification:	Occurrence without safety effect	**Location:**	Camp Bastion
Event Type:			

Headline:
Level bust through climb-out restriction. UAVs in the overhead.

Narrative:

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201202698**
Phase of Flight:		**UTC Date:**	14/03/2012
Classification:	Incident	**Location:**	D201
Event Type:	Air Navigation Services Aircraft/system/component 2700 Aircraft flight control		

Headline:
UAV remained airborne after notified Danger Area closure.UAV unable to land due to control issues eventually landed 2mins after closure.

Narrative:

Make/mdl/srs:	MOONEY M20 OTHER (UAV)	**File Number:**	**201205894**
Phase of Flight:	Cruise	**UTC Date:**	28/05/2012
Classification:	Incident	**Location:**	Aberporth
Event Type:	Flight crew Airspace infringement Aircraft operation general Flight crew/ANS Aerodrome & ground aids		

Headline:
Infringement of one or both Danger Areas EG D201 and EG D202 (Aberporth) by a Mooney 20 at 2000ft. An RPAS (Remotely Piloted Aircraft) launch clearance was rescinded due to infringing a/c.

Narrative:
Aberporth believed a/c was one they had spoken with earlier in the day and called its callsign, but a/c was not on frequency. A/c then contacted West Wales ATC and was transferred to Aberporth, who advised Mooney 20 of quickest route out of D202 and placed them under a BS. Pilot apologised. Pilot had misread charts and thought D202 had a base of FL125. Aberporth confirmed D202 is from SFC to FL125. Depiction of vertical limits of the D202 Danger Area to be reviewed on Edition 38 of the Southern England and Wales Aeronautical Chart (ICAO) 1:500,000.

Make/mdl/srs:	OTHER (OTHER)	**File Number:**	**201206598**
Phase of Flight:	Landing	**UTC Date:**	09/06/2012
Classification:	Occurrence without safety effect	**Location:**	Other
Event Type:			

Headline:
UAV engine failed on final approach whilst undergoing certification testing. A/c landed heavily to avoid a boundarywall.

Narrative:

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201208243**
Phase of Flight:		**UTC Date:**	19/07/2012
Classification:	Occurrence without safety effect	**Location:**	West Wales Aberporth
Event Type:			

Headline:
Unauthorised descent by an RPAS (Remotely Piloted Aircraft) operating in EG D202B (Aberporth) due to technical issues. No other a/c affected.

Narrative:

Make/mdl/srs:	DIAMOND DA42 OTHER (MODEL AIRCRAFT)	**File Number:**	**201210667**
Phase of Flight:	Cruise Unknown aircraft category	**UTC Date:**	03/09/2012
Classification:	Incident	**Location:**	Coventry
Event Type:	Loss of separation - aircraft both airborne Near collision with other airborne object		

Headline:
UK AIRPROX 2012/134 - DA42 and a model glider in Class G airspace 3.5nm East of Coventry.

Narrative:
Information indicates that this AIRPROX was a conflict in Class G airspace close to the boundary of Coventry ATZ and in the vicinity of a promulgated model flying site.

Make/mdl/srs:	OTHER (UAV)	**File Number:**	**201304109**
Phase of Flight:	En-route	**UTC Date:**	06/04/2013
Classification:	Occurrence without safety effect	**Location:**	Thames
Event Type:			

Headline:
UAS loss of control and subsequent initiated ditching into river. GPS/compass antenna had become loose and this affected the stability and controllability of the device.

Narrative: