Finance and Corporate Services
Information Management

19 September 2013
FOIA reference: F0001640

Dear XXXX

I am writing in respect of your recent request of 26 August 2013, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

1: Can I have details of any safety concerns reported to the CAA at City of Derry Airport over the past three years?

2: Can I have details of any reports of pilots falling asleep where City of Derry Airport was the outbound or inbound airport?

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.

1. 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 UK CAA database for reports which have stated 'Londonderry' as the location for the dates 1 January 2009 to all processed reports as at 3 September 2013 inclusive, and provided a summary of those reports. 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 ANO is prohibited from disclosure, (a copy of this exemption can be found enclosed).

2. We have carried out a search of the CAA MOR database for reports of pilots falling asleep either en-route to, or departing from Londonderry Airport and have no such reports recorded.

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

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

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.

PubRel

Date Produced: 09 October 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: MORs reported which have stated 'Londonderry' as the location of the event.
PERIOD : 01 January 2009 to all processed reports as at 03 September 2013.

Make/mdl/srs:	OTHER (MICROLIGHT)	**File Number:**	**200903870**
Phase of Flight:	Cruise	**UTC Date:**	22/04/2009
Classification:	Incident	**Location:**	Londonderry
Event Type:	Weather encounters Turbulence Declared emergency Runway incursions Aircraft return Declared emergency - Urgency Aerodrome & ground aids Aircraft operation general Precautionary landing		

Headline:
Precautionary landing on disused runway.

Narrative:
Prior to departure, the pilot had been forewarned that the aerodrome would be closed for a two hour period as published by NOTAM. PAN declared during the closure period with the pilot stating he intended to return due to high wind and turbulence. PAN acknowledged by ATC, although not on duty. Blind transmission made on the ground frequency to any vehicle operating to vacate and clear the disused runway02/20 immediately. No vehicles were observed from the tower and the aircraft landed safely at the pilot's own discretion.

Make/mdl/srs:	EUROCOPTER EC135	**File Number:**	**200904192**
Phase of Flight:	Hovering	**UTC Date:**	29/04/2009
Classification:	Incident	**Location:**	Londonderry
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
EC135 at 1500ft was targeted by a laser on two separate occasions, from two different locations within a period of 8mins. On second occasion, a/c was targeted for approx 15-20mins.

Narrative:
Perpetrator was apprehended for the second incident.

Make/mdl/srs:	CEA DR300	**File Number:**	**200905424**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	31/05/2009
Classification:	Accident	**Location:**	Londonderry (N Ireland)
Event Type:	3200 Landing gear Objects [not ice] Line maintenance 5301 Airframe failure - other Wheels-up landings Identified component 3240 Wheels & brakes Diversion Aerodrome services / operations Declared emergency		

Headline:
UK Reportable Accident: Pilot reported loss of RH mainwheel. A/c diverted and landed safely with fire service in attendance. No injury to one POB. AAIB AARF investigation.

Narrative:
CAA Closure: After taking off from the Ulster Gliding club, with a glider in tow, the RH main wheel was

seen by the glider pilot to fall from the aircraft. After climbing to the normal release height, the glider released from the tow rope and the aircraft flew to City of Derry airport; after discussion with ATC, a successful landing was made on the disused R/W02. The main wheels on this aircraft are secured by a collar and tapered pin arrangement. A split pinis used to retain the tapered pin in position. None of these items were recovered. On 28 May 2009, the wheel was being replaced but the person completing the task was called away to another task for a considerable time. After the event, he did not have a clear recollection of the reassembly process, and it was considered that the loss of the main wheel could have resulted from its incorrect/incomplete re-fitting, due to this distraction. See AAIB Bulletin 09/2009, Ref: EW/G2009/05/33.

Make/mdl/srs:	OTHER Not mapped (GD Eqp Svs)	**File Number:**	**200907289**
Phase of Flight:	Unknown aircraft category	**UTC Date:**	14/07/2009
Classification:	Incident	**Location:**	Londonderry
Event Type:	Aerodrome services / operations ATM/CNS serviceability Flight crew/ANS Any other event		

Headline:
Interference on ADFRS frequency. Incident reported to OFCOM.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**200908154**
Phase of Flight:	Take-off	**UTC Date:**	03/08/2009
Classification:	Incident	**Location:**	Londonderry
Event Type:	Aircraft bird strike Engine shutdown/flameout Diversion		

Headline:
Birdstrike: During rotation, bird ingested into nr1 engine causing engine vibration. Engine shutdown and aircraft diverted.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**200911260**
Phase of Flight:	Approach	**UTC Date:**	14/10/2009
Classification:	Incident	**Location:**	Londonderry
Event Type:	Air Navigation Services Any other event		

Headline:
Controller was distracted by a phone call from a signal box complaining about railway operations as inbound B737 was touching down. A/c landed safely.

Narrative:
The train in question had been halted at the holding position for a total of 2mins.

Make/mdl/srs:	BOEING 737	**File Number:**	**200912397**
Phase of Flight:	Taxi	**UTC Date:**	15/10/2009
Classification:	Incident	**Location:**	Londonderry
Event Type:	Flight crew Runway incursions Aircraft operation general Flight crew/ANS		

Headline:
Outbound B737 was cleared to holding point Taxiway B. After writing down a/c's Airways clearance, ATC noticed a/c had crossed holding point and was about to enter R/W26. Pilot apologised.

Narrative:
B737 was cleared to line up on R/W26 after the passage of a train over R/W26 threshold.

Make/mdl/srs:		**File Number:**	**201003550**
Phase of Flight:		**UTC Date:**	24/04/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Aerodrome services / operations Security generally Aerodrome security Aerodrome & ground aids		

Headline:
Unauthorised persons identified on the airfield adjacent to R/W26 threshold. Persons intercepted by Airfield Ops. Persons had entered the airfield along adjacent railway tracks.

Narrative:
Local authorities informed. Although this incident highlighted that a member of the public could gain access to the airfield in this location the likelihood of a reoccurrence is "extremely improbable " owing to the fact that to actually gain entry to the airfield by taking this route involves walking a long distance from the nearest road and that the route is extremely precarious. The Airport Authority is to add an additional piece to the fence to extend it down the embankment to the shoreline as well as adding some additional signage to the location. This additional fencing however will not fully close the fence line owing to the railway line and the following points are in place to avoid any reoccurrence. The airport operators SMS for aerodrome inspection takes into account this location prior to any a/c movement. ATC have an excellent view of that location at all times. The railway line is monitored by securityin both directions with CCTV 24hrs a day.
CAA Closure: No further CAA action required at this time.

Make/mdl/srs:	ROBINSON R22	**File Number:**	**201003600**
Phase of Flight:	Taxi	**UTC Date:**	25/04/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Flight crew Runway incursions Flight crew/ANS 0900 Towing & taxiing equipment related Deviation/ATC clearance		

Headline:
R/W incursion by an R22. R22 cleared to R/W26 holding point on Taxiway D. A/c was then observed hovering towards holding point line, crossing the line and taxiing towards R/W.

Narrative:
ATC made several calls to a/c before a/c responded to an instruction to vacate onto Taxiway D. The instructor concerned apologised to the ATS manager for his error.

Make/mdl/srs:	BOEING 737 BOEING 737	**File Number:**	**201005117**
Phase of Flight:	Taxi Taxi	**UTC Date:**	29/05/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Aerodrome services / operations Deviation/ATC clearance Aerodrome & ground aids Aircraft marshalling		

Headline:
Marshaller failed to ensure B737 was pushed back sufficiently off Stand 3 facing West in order to

accommodate an inbound B737 taxiing onto the same apron. Inbound B737 subsequently parked on Stand 2.

Narrative:

Make/mdl/srs:	ROBINSON R44	**File Number:**	**201005910**
Phase of Flight:	Unknown	**UTC Date:**	19/06/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Flight crew Aircraft navigation Airspace infringement Aircraft operation general Flight crew/ANS		

Headline:
Alleged infringement of the Londonderry ATZ (Class G) by an R44 at 1500ft. Standard separation maintained.

Narrative:

Make/mdl/srs:	ROBINSON R22	**File Number:**	**201008191**
Phase of Flight:	Hovering	**UTC Date:**	08/08/2010
Classification:	Accident	**Location:**	Londonderry
Event Type:	Aeroplane flight path deviation Collision aircraft - terrain Flight crew Helicopter - dynamic roll-over Aircraft handling Aircraft operation general Aircraft collision - level terrain		

Headline:
UK Reportable Accident: Student pilot lost control approximately 20ft above ground and crashed. Substantial damage. One POB, minor injuries. AAIB AARF investigation.

Narrative:
CAA Closure: Following a satisfactory dual circuit, and after checking that the student pilot was happy to continue with a solo exercise, the instructor vacated the helicopter. The student then performed two take-offs and landings on the spot before hover taxiing to a practice area on the other side of the main runway. Whilst turning into wind, the LH skid unexpectedly touched the ground, destabilising the helicopter. The student was unable to maintain control and the helicopter then struck the ground, rolled on to its side and was substantially damaged. The student sustained only minor injuries. He candidly commented that, during the debrief with the instructor, they identified that the initial ground contact may have been due to hovering at too low a height and/or allowing the helicopter to sink slightly due to insufficient power being applied during the left pedal turn into wind. AAIB Bulletin 12/2010 Ref: EW/G2010/08/07.

Make/mdl/srs:	OTHER Not mapped (GD Eqp Svs)	**File Number:**	**201008309**
Phase of Flight:	Unknown aircraft category	**UTC Date:**	01/08/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Air Navigation Services Any other event Deviation-en-route Deviation-approach Aerodrome & ground aids		

Headline:
AIRAC Cycle 8 was published introducing CAS and new Instrument Approach Air Procedures and hold. Two days later, it was found that Jeppesen had not produced any charts from AIRAC Cycle 8.

Narrative:

Make/mdl/srs:	AEROSPATIALE AS355	**File Number:**	**201008679**
Phase of Flight:	Cruise	**UTC Date:**	17/08/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
SA355 at 4000ft was subjected to multiple lasers from different locations.

Narrative:

Make/mdl/srs:	CESSNA 152	**File Number:**	**201009119**
Phase of Flight:	Landing	**UTC Date:**	26/08/2010
Classification:	Accident	**Location:**	Londonderry (N Ireland)
Event Type:	Aeroplane flight path deviation Main landing gear - collapse or retraction Flight crew Aircraft handling Aircraft operation general 3220 Nose/tail landing gear		

Headline:
UK Reportable Accident: A/c bounced on landing, departed the R/W and ran onto grass area where it pitched forward violently. Solo student, no injuries. AAIB AARF investigation.

Narrative:
CAA Closure: The a/c was returning to Londonderry after a solo cross-country exercise. On final

approach the student pilot reported that he flared too high causing the a/c to touch down and bounce back into the air. On the second touchdown, the nose landing gear partially collapsed, the a/c veered to the right and ran off the side of the runway onto the grass. The pilot vacated the a/c normally with only minor cuts and bruises. The student's instructor was in the flying club at the time and did not witness the accident. Although the pilot believed that the nosewheel collapsed due to it "digging in" on the grass, debris on the paved surface and damage to the propeller indicated that nose gear collapse had occurred on the second touchdown. AAIB Bulletin 01/2011, Ref: EW/G2010/08/18.

Make/mdl/srs:	BOEING 737	**File Number:**	**201011423**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	10/10/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B737 in climb from 3000ft to FL70 was subjected to a sustained green laser illumination. Local authorities informed.

Narrative:

Make/mdl/srs:	EUROCOPTER EC135	**File Number:**	**201013144**
Phase of Flight:	Cruise	**UTC Date:**	20/11/2010
Classification:	Incident	**Location:**	Londonderry
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
During operations at 2500ft, a group of individuals were seen taking it in turns to target EC135 with a laser. Evading action taken. The perpetrators were apprehended and the laser recovered.

Narrative:

Make/mdl/srs:	ATR ATR42	**File Number:**	**201100489**
Phase of Flight:	Normal descent	**UTC Date:**	15/01/2011
Classification:	Incident	**Location:**	Londonderry
Event Type:	Flight crew Altitude related Clearance related Deviation-flight level/altitude Aircraft operation general Flight crew/ANS		

Headline:
ATR42 on the direct arrival procedure for a localiser DME approach misunderstood its clearance and descended below its cleared FL50. ATR42 was cleared for approach and landed normally.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201111501**
Phase of Flight:		**UTC Date:**	25/09/2011
Classification:	Incident	**Location:**	Londonderry
Event Type:	2700 Aircraft flight control Diversion Deviation-special procedure Aerodrome services / operations		

Headline:
A/c diverted due to a flap problem. ATC initiated a full emergency. A/c landed safely.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201114159**
Phase of Flight:	Approach	**UTC Date:**	11/11/2011
Classification:	Incident	**Location:**	Londonderry
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B737 on approach at 6DME to R/W08, targeted by a green laser.

Narrative:

Make/mdl/srs:		**File Number:**	**201200769**
Phase of Flight:		**UTC Date:**	21/01/2012
Classification:	Incident	**Location:**	Londonderry
Event Type:	Taxiway incursion Aerodrome services / operations Aerodrome & ground aids		

Headline:
AFS vehicle proceeded to the Southern disused holding point without clearance.

Narrative:
CAA Closure: Investigations confirmed this was a taxiway incursion caused by an RT issue between

ATC and the RFFS. The root cause was a misunderstanding in clearance on the part of the RFFS. CAP413 guidance reiterated.

Make/mdl/srs:	MBB BK117	**File Number:**	**201201511**
Phase of Flight:	Cruise	**UTC Date:**	12/02/2012
Classification:	Incident	**Location:**	Londonderry
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
BK117 operating at 3000ft, reported a laser shone form the Londonderry direction.

Narrative:

Make/mdl/srs:	CESSNA 172 BOEING 737	**File Number:**	**201208702**
Phase of Flight:	Cruise Climb to cruising level or altitude	**UTC Date:**	27/07/2012
Classification:	Incident	**Location:**	Londonderry
Event Type:	Flight crew Diversion Flight crew/ANS 3420 Attitude and direction data system Aircraft navigation Loss of separation - aircraft both airborne		

Headline:
UK AIRPROX 2012/112 - C172 piloted by a solo student and a B737 5nm Southwest of Londonderry, in Class G airspace.

Narrative:
C172 solo student was undertaking a navigation exercise and had reported unsure of his position. Heading checks indicated compass problems. Pilot elected to land at Aldergrove but failed to acknowledge landing clearance. The AIRPROX occurred in Class G uncontrolled airspace west of Londonderry/Eglinton aerodrome when a B737 departing R/W26 in the climb to FL250 came into proximity with the C172 at 2300ft manoeuvring overhead the city. Neither ATC nor the B737 were aware of the presence of the C172, the pilot of which it is believed had become disorientated/lost on a navigational exercise.
CAA Closure: No further CAA action at this time. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB). Information indicates that this AIRPROX was a controller perceived conflict.

Make/mdl/srs:	BOEING 737	**File Number:**	**201300896**
Phase of Flight:	Final approach	**UTC Date:**	27/01/2013
Classification:	Incident	**Location:**	EGAE (LDY): Londonderry/Eglinton
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:		**File Number:**	**201303430**
Phase of Flight:		**UTC Date:**	02/04/2013
Classification:	Incident	**Location:**	EGAE (LDY): Londonderry/Eglinton
Event Type:	Unlawful entry By a vehicle/equipment		

Headline:
Two unauthorised persons on quad bikes observed crossing R/W08 RESA from South to North. Airport security advised.

Narrative:

Make/mdl/srs:	PIPER PA23	**File Number:**	**201306114**
Phase of Flight:	Landing roll	**UTC Date:**	29/05/2013
Classification:	Incident	**Location:**	EGAE (LDY): Londonderry/Eglinton
Event Type:	Aircraft bird strike 5740 Wing Leading Edge and Leading Edge Devices		

Headline:
Birdstrike to LH wing during landing.

Narrative:
Bird species identified as Herring Gull. One bird struck. Bird activity seen to the north of the runway. Damage to the leading edge of LH wing.

Number of Records: 26