

18 July 2014
FOIA reference: F0002000

Dear XXXX

I am writing in respect of your recent request of 10 July 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

“Could you please supply the following details for periods 1 Jul 2011 to 30 Jun 2014:

Details of all reported infringements of each of 3 danger areas D202A, B & C. Details inc civil and military aircraft, with (if known) height, whether squaking, penetration of DA by distance, and any impact on DA activity”.

Our response:

Having considered 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 (ANO) 2009. Each report made is reviewed and, where appropriate, further investigation carried out and action taken.

We have searched the UK CAA database for all occurrences that have involved an infringement of Danger Areas D202A, B & C during the period 1 July 2011 to 30 June 2014 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).

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

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).

UTC date	File number	Make/mdl/srs	Aircraft altitude	Aircraft flight level	Location of occ	Location Information	Headline	Narrative text
26/10/2011	201113444	AS355	800 ft		Aberporth		Infringement of Aberporth Danger Area D202. A/c observed entering at low level at Cardigan.	West Wales AFISO reported visual with the SA355, both they and Aberporth ATC made several blind transmissions. SA355 disappeared from radar coverage Southeast of Carmarthen. Aberporth made several calls to agencies and identified the infringer. Aberporth requested pilot to contact them. The Pilot reported that he carried out a Narrow Route Brief using his company iphone to access the NATS/AIS website over a wi-fi connection prior to the flight. The Pilot noted the activity in D202 on the previous day and on the following day, but the absence of activity on the day of the occurrence. □ CAA Closure: Although active on the day of the occurrence, D202 did not appear as active on the Narrow Route Brief.
15/11/2011	201114225	IKARUS C42	2200 ft		Newcastle Emllyn		Infringement of Danger Area D202 by an Ikarus C42 at 2200ft inbound to Aberporth. Pilot contacted and informed he was inside D202 and instructed to continue own navigation to Aberporth.	
16/05/2012	201205222	DR400			D202A and D201		Infringement of Danger Areas D202A and D201 by a DR400 squawking 7000. Blind transmissions made with no response. Attempts to contact a/c via D&D and London Information also unsuccessful.	CAA Closure: French DGAC informed. Registration will be monitored for future incidents.
28/05/2012	201205894	Mooney M20	2000 ft		Aberporth		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.	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.
29/05/2012	201205898	DR400	3700 ft		Newcastle Emllyn	N	Infringement of Danger Area ED202 (West Wales) by a DR400 initially squawking 7000 at 3700ft. Standard separation maintained. A/c identity subsequently confirmed after being instructed to squawk 4530.	Pilot apologised. He had been using an edition 30 half mil map and believed that the ED202 base height was FL125.
12/06/2012	201206467	Military		144	Aberporth		Infringement of active Danger Areas D202C and D201 (Aberporth) by two military a/c with Mode C indicating FL144. One 7000 squawk and one non-squawking.	It has subsequently been revealed that the pre-flight planning had included a NOTAM cx on the status of the D202 complex. However, an incorrect height of 10000ft had been noted and amended on the charts.
19/06/2012	201206815	Cessna 152			EGUC : Aberporth		Infringement of Danger Area D202 (Aberporth) by a C152.	ATC observed an intermittent 7000 squawk on the South Eastern edge of D202. A/c responded to ATC blind call, and was instructed to leave to the East. C152 pilot later called and apologised. Pilot allegedly stated they were aware of Danger Area, but could not get two-way with Aberporth due to flying at low level because of bad weather. □ CAA Closure: Range discussed the matter with C152 pilot at the time of the incident.

05/07/2012	201207596	Agusta 109	2000 ft		Aberporth		Infringement of Danger Area EG D202 (West Wales) by an Agusta 109 squawking 7000 at 2000ft, during RPAS trial. Traffic info and avoiding action given to a military a/c at FL60.	Subsequent tracing action led to the helicopter being identified. After landing pilot called Aberporth as requested. Pilot apologised and appropriate advice offered.
19/07/2012	201208243	Military		153	West Wales Aberporth		Unauthorised descent by UAV RPAS (Remotely Piloted Aircraft) operating in EG D202B (Aberporth) due to technical issues. No other a/c affected.	
24/07/2012	201208552	PEGASUS QUIK			Danger Area D202		Infringement of Danger Area EG D202 (West Wales) by a Quik GT450. RPAs trial activity in D202C. Several blind transmissions were made with no response.	Pilot was contacted after the flight and believed that he had not infringed the DA. He was navigating with a quarter mil topo and there is some question as to whether EGD202 was marked on it. The pilot was routing to Haverfordwest and penetrated D202 without a clearance. He was not working any ATC agency and had thought that his planned flight remained clear of D202, however he had plotted a route from Lampeter direct to Haverfordwest and this just clips the edge of D202. The root cause of this incident was thus navigation error and lack of pre-flight planning. □ CAA Closure: The pilot was debriefed and a full explanation was given as to the unique nature of the airspace. The pilot seemed to now understand the airspace explanation given and was reminded to make full use of the services of Aberporth. A general educational policy to GA traffic exists within the Aberporth Airports Safety Plan 2012-2013.
26/07/2012	201208638	PA30	0 ft		D201/202		Infringement of Danger Areas EG D201 and EG D202 (Aberporth) by an unknown a/c squawking 7000. Blind calls made without response. A/c later identified as a PA30.	PA30 changed squawk to 1177 and was transferred to frequency 119.650 and informed of their infringement. PA30 subsequently changed frequency en-route. Concerns were raised as to where a/c was routing and D&D cell were called. Pilot contacted Aberporth ATC post flight, apologised for the infringements and allegedly stated they were unfamiliar with the a/c and had experienced navigational difficulties. Pilot was thoroughly debriefed by Senior ATC.
01/05/2013	201304722	Military	2000 ft		EGD202	Southern Edge	A formation of two military jets infringed Danger Area (EGD202). Traffic info was pass by the controller to another a/c he was giving a BS to. Separation minima was maintained.	
08/07/2013	201308267	Rotorsport UK	2100 ft		EGD202	22nm NE (Newcastle Emllyn)	Infringement of EGD202 (Danger Area) by two autogyros. There were no reports of any other aircraft in the area at the time.	The pilots were contacted who apologised for their mistake.
08/07/2013	201308267	Rotorsport UK	2200 ft		EGD202	22nm NE (Newcastle Emllyn)	Infringement of EGD202 (Danger Area) by two autogyros. There were no reports of any other aircraft in the area at the time.	The pilots were contacted who apologised for their mistake.
23/07/2013	201309240	UNKNOWN	1200 ft		EGFA : WEST WALES/ABERPORTH	7nm ENE (D202)	Alleged infringement of Danger Area D202 (Class G) by two military aircraft at 1200ft. Blind transmissions were made to no avail.	It was later found that the primary track turned right on the boundary of D202 and did not actually infringe the Danger Area D202.
04/12/2013	201315759	Bell 206	2000 ft		EGFA : WEST WALES/ABERPORTH	6.5nm East	Infringement of Danger Area D202 (Aberporth) by a helicopter squawking 7000 indicating altitude 2000ft. Several blind transmissions were made.	Helicopter subsequently contacted ATC and pilot apologised and was advised of the D202 complex airspace, Aberporth radar frequencies and the provision of ATSOCAS.

22/01/2014	201400868	Military	1100 ft		EGUC : Aberporth	Danger Area D202	Infringement of Danger Area D202 (Aberporth) by a military aircraft squawking 7001 at 1100ft.	<p>At approximately 1138, a 7001 squawk was being monitored on radar operating south east of danger area D202. It appeared to be tracking along the north side of airway L9 at 1,100 feet. The track was now closing the southern boundary of D202 when I decided to make several blind calls to the aircraft in order to see if it was listening out on the frequency, to which there was no reply. At 1143 the aircraft infringed D202, entering at a position 190 at 9.4nm from Aberporth Range. It then left the danger area at a position 199/9.6nm from Aberporth Range. Aircraft was subsequently seen to leave the Pembrey area and change to a London Military squawk and identified. The pilot was asked to call Aberporth after he landed. The pilot did call later and apologised to the Deputy Watch Manager, who briefed the reason why we wished to speak with him and discussed the best practice to call us if in the vicinity of the danger areas. □</p> <p>Supplementary 11/02/14: □</p> <p>The investigation has confirmed that the pilot of a military aircraft from RAF Coningsby penetrated D202 without a clearance. A full debrief has been held with the pilot, informing them of the importance of communication with Aberporth Radar when operating within the area. This should provide sufficient mitigation to prevent recurrence by this crew when operating in the vicinity of D201 and D202. As a result there are no further recommendations or actions resulting from this incident.</p>
------------	-----------	----------	---------	--	------------------	------------------	---	--

02/04/2014	201403947	Military	700 ft		EGFA : WEST WALES/ABERPORTH	7nm E	Infringement of active Danger Area EG D202 (West Wales) by a military aircraft at 700ft. Traffic info and avoiding action given to a military UAV RPAS.	<p>I was operating the Radar 1 console providing ATSOCAS and also a service to a military RPAS inside D202/D201. At 1020z I observed a low level fast moving track tracking SW and made a blind transmission on 119.650 and 338.925 to advise that D202 and D201 were open and active. The track continued SW and further blind calls were made in addition to warning the West Wales Airfield FISO and the RPAS of a potential infringement. The aircraft came to 3nm East of the D202 boundary and then turned hard to the NE. I called military ATC to ascertain whether they had any aircraft operating in the area and it was tracked to be a military aircraft. Military ATC were going to remind the military aircraft to call our frequency when operating in the vicinity of the Danger Area. The military aircraft continued NE and again turned to the SW. Blind calls were made using the military aircraft's callsign but there was no reply. It was apparent that D202 was going to be penetrated which it did at 1028z and the RPAS on the western side of D202 was given an avoiding action left turn to the North at altitude 4000ft to move back towards D201. The infringing military aircraft crossed D202 East to West at an altitude of 700ft showing a 7001 squawk. It passed 2 miles behind the RPAS and 3300ft below. The RPAS was kept just inside D201 whilst it was established that the infringing aircraft would remain clear and military aircraft was contacted via D&D and informed that D202 was active and to remain clear on transit back to destination. On landing the pilot called to apologise and advised that D202 was not shown as active in their Planning System and as such the flight had planned to operate in the area contained by D202. □</p> <p>Supplementary 01/07/14: □</p> <p>The pilot was incorrectly briefed. By relying on the mission briefing system only to determine whether or not a danger area is active. This should maybe be backed up by a more robust way of double checking the current activity status of any danger areas.</p>
------------	-----------	----------	--------	--	-----------------------------	-------	---	---

29/04/2014	201405353	Military	1500 ft		Emlyn		<p>Infringement of Danger Area D202 (West Wales) by an unknown aircraft squawking 3721 at 1500ft. Infringer later identified as a military aircraft.</p>	<p>I observed a 3721 squawk intermittently, which was operating low level. I was keeping it within my scan but it did disappear from radar coverage before I observed it again at approximately 1056, SW of D202, heading East North Easterly. I made several bland transmissions but the aircraft was not on frequency. Due to its pop up nature and it's close proximity to D202, I was not able to establish contact and it subsequently infringed D202 along its southern edge at 1058. The aircraft was then seen to leave the area to the South, before turning right and heading yet again towards the southern edge of D202. This time it remained outside and heading eventually to the East and North low level. Calls were made to military ATC, to ascertain if they knew the call sign of the aircraft as it was still wearing a Valley squawk, but no positive identification was able to be made. I then headed over the position to the oncoming ATCO and SCoD who continued tracing action and established that the aircraft was a military aircraft. The pilot was asked to call ATC on landing, which he subsequently did and spoke with the SCoD. □</p> <p>Supplementary 01/07/14: □</p> <p>The pilot penetrated the southern edge of the active Danger Area D202 without clearance. The pilot apologised for the incident and there is ongoing communication between Aberporth and the neighbouring military unit to help mitigate incursions into D201 by their aircraft.</p>
------------	-----------	----------	---------	--	-------	--	--	---

03/06/2014	201407096	Military	800 ft		EG D202	Aberporth	Infringement of Danger Area EG D202 (Aberporth) by a fast low level military aircraft at 800ft.	<p>I was working in the Radar 1 position carrying out the ATSOCAS task for Aberporth, on the RAC 1 position was another controller who was setting up for a trial which was about to take place in D202. At approximately 1250, I had observed a 7001 squawk operating low level under L9 airway near reporting point AMMAN, its radar contact was intermittent but it later reappeared under a high level airway squawk and was garbled slightly before it diverged and headed towards the southern edge of D202. At the same time the RAC 1 controller observed the traffic and requested that I made several blind transmissions but the aircraft was not listening out on frequency. The aircraft skirted the edge of D202 at 1253 and we considered that this was not an infringement but was very close. The aircraft turned away from the danger area to the south east. I then called D&D and requested that they made a blind call on guard frequency and I passed the position of the aircraft to them. We continued to observe the track of the aircraft and it did indeed turn back towards the eastern edge of D202 and proceeded to penetrate the danger area by approximately 1.5 miles at 1257. Tracing action was then carried out by RAC 1 and another ATCO present in the operations room. Military ATC was contacted after a contact believed to be the infringement aircraft changed to a military ATC Squawk. Military confirmed the aircraft as a military aircraft. The pilot was asked to call Aberporth which he later did and he confirmed that his workload was very high at the time and his GPS replay confirmed that he did indeed infringe D202.</p>
------------	-----------	----------	--------	--	---------	-----------	---	--