

25 September 2015
Reference: F0002456

Dear XXXX

I am writing in respect of your recent request of 27 August 2015 for the release of information held by the Civil Aviation Authority (CAA). Having considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are able to provide the information below.

Can the CAA provide all reports or incidences of accidents or incidents recorded during Air Shows in the United Kingdom since 2010

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 MOR database for any report in the UK where the nature of flight or operation type is categorised as 'air display/air race' and the event took place at or during an air display between 1 January 2010 to all processed reports as at 1 September 2015, and have provided a summary in the attachment.

We have not included information relating to a particular person or organisation, which includes the initial report to the CAA, in these summary reports as this information is exempt from disclosure under Section 44(1)(a) of the FOIA.

Section 44 (1)(a) 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 below.

Can you outline specifically any investigations that may have taken place?

The Air Accidents Investigation Branch (AAIB) is responsible for the investigation of all civil aircraft accidents and serious incidents occurring in or over the UK by determining the causes and making safety recommendations intended to prevent recurrence. Within the attachment, incidents referred to as 'UK Reportable Accidents' are/were subject to investigation by the AAIB. AAIB reports are available at <https://www.gov.uk/aaib-reports>.

Civil Aviation Authority

Aviation House Gatwick Airport South Gatwick RH6 0YR. www.caa.co.uk

Telephone: 01293 768512. foi.requests@caa.co.uk

Can you outline any guidance that has been given relating to safety?

The CAA's guidance for organisers of, and participants in, civil air displays is contained in CAA Publication [CAP403 'Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements'](#). This guidance was reviewed and updated in February 2015.

Guidance for pilots is published in CAA Publication [CAP1047 'Civil Air Displays - A Guide for Pilots'](#).

We also conduct a number of flying displays seminars for display pilots each year, where current and topical issues relating to display flying are discussed.

Can you outline whether any sanctions have been put in place on specific aircraft flying?

Following the accident at Shoreham, as a precaution, on Saturday 22 August we took steps to ensure no further flights were made by Hawker Hunter aircraft - this temporary restriction remains in place.

Flying displays over land by vintage jet aircraft have been significantly restricted until further notice. They will be limited to flypasts, which means 'high energy' aerobatics will not be permitted. This only affects aircraft on the civil register, and not existing military types. We are conducting additional risk assessments on all forthcoming civil air displays to establish if additional measures should be introduced.

Can you provide any details of guidance given?

These restrictions are detailed in a [Safety Directive](#) and a [Safety Notice](#) on our website.

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:-

Caroline Chalk
Head of External Information Services
Civil Aviation Authority
Aviation House
Gatwick Airport South
Gatwick
RH6 0YR

caroline.chalk@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 FOIA to appeal against the decision by contacting the Information Commissioner at:-

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

If you wish to request further information from the CAA, please use the form on the CAA website at <http://www.caa.co.uk/application.aspx?catid=286&pagetype=65&appid=24>.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Stevens', with a large, stylized initial 'M'.

Mark Stevens
External Response 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.

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).

File number	UTC date	Location name	Operation type	Manufacturer/model	Manufacturer/model	Headline	Narrative text
201005745	19/06/2010	Methley Bridge (West Yorkshire)	Airshow/race	EXTRA	300	UK Reportable Accident: A/c crashed while performing an aerobatic display. One POB with fatal injuries. A/c destroyed. AAIB Field investigation.	The a/c flew into the ground during a flying display. The pilot had not followed the display routine that he normally practised and initiated recovery from a flat spin at a height lower than required. The pilot was fatally injured on impact. The engineering investigation concluded that the a/c was serviceable prior to the accident. Two Safety Recommendations, nrs 2011-001 and 2011-002 addressed to the Civil Aviation Authority, have been made as result of this investigation. AAIB Bulletin 02/2011, Ref: EW/C2010/06/04. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> CAA FACTOR F2/2011 detailing the CAA response to the AAIB recommendations was issued on 01 April 2011.
201008793	22/08/2010	Shoreham	Airshow/race	OTHER		UK Reportable Accident: Glider crashed during landing whilst taking part in an airshow. One POB, serious injuries. Substantial a/c damage. AAIB Field investigation.	CAA Closure: The glider was in a low level 180deg final turn with rudder applied and sideslip present when it stalled, departed controlled flight at too low a height to allow recovery and crashed onto the runway. One Safety Recommendation, number 2011-031 addressed to the Swift Aerobatic Display Team, was made, AAIB Bulletin 07/2011, ref: EW/C2010/08/06.
201106766	19/06/2011	Kemble	Airshow/race	OTHER		Unsafe landing gear indication.	On completion of display, pilot reported two greens and one red gear indication. A/c elected to fly past the tower and was advised that all wheels appeared down. Full emergency declared and RFFS deployed. Another a/c offered to conduct an airborne gear check and two further flypasts of the tower were flown. Pilot then declared that three greens annotated and subsequently landed safely. RFFS followed the a/c on arrival.

201107432	03/07/2011	Old Warden (Bedfordshire)	Other	CASA	1 131	UK Reportable Accident: Engine cut out at approx 1500ft. Attempted to restart but failed. A/c flipped over upon landing in a field. One POB, no injuries. AARF investigation.	CAA Closure: The pilot was practicing an aerobatic routine and was performing a stall turn to the left when the engine stopped. The a/c was beyond gliding range of an airfield and after confirming correct cockpit selections, the pilot unsuccessfully attempted to restart the engine by diving and yawing the a/c. The a/c overturned during the subsequent forced landing. The pilot was uninjured and able to vacate the a/c unaided. He reported that the engine had stopped due to the limited negative g capability of the carburettor and that a restart was not possible as the a/c was not fitted with a starter and the coarse pitch of the propeller did not allow it to windmill. AAIB Bulletin 09/2011, Ref: EW/G2011/07/04.
201107822	10/07/2011	Nr Duxford	Airshow/race	OTHER		UK Reportable Accident: Mid-air collision during air show. CA-18 crashed into field and destroyed after pilot parachuted out. AD-4N returned and landed with LH wing damaged. Two minor injuries.	AAIB Field investigation. The pilot of a P-51 Mustang was leading a 'Vic' (Vee) formation of three a/c participating in an airshow at Duxford. On his left was a Douglas Skyraider and on his right was another P-51 Mustang. On a signal from the leader, the formation carried out a 'break' manoeuvre 1 to the left. During the left turn the Skyraider and the leading Mustang collided. The Mustang pilot was forced to abandon his a/c and descended by parachute to a safe landing; the Skyraider pilot was able to land his a/c at Duxford. The accident occurred after the Skyraider pilot had lost sight of his leader and continued to make a tighter turn than his leader's a/c, which had slowed down. This caused their respective flight paths to converge, resulting in the collision. One Safety Recommendation was issued to the Civil Aviation Authority; 2011-083. AAIB Bulletin 2/2012 ref EW/C2011/07/02. □ CAA Closure: □ CAA FACTOR E1/2012 detailing the CAA response to the AAIB
201108026	10/07/2011	Saltburn (Cleveland)	Airshow/race	EXTRA	300	Transponder unit detached from housing during aerobatic display and became loose in cockpit. Transponder secured under pilot's harness and a/c landed safely. Potential hazard if joystick jammed.	Investigation revealed that transponder unit locking pawl was not in full 90deg position required to securely lock unit into its tray. A/c has only flown 66 hours since manufacture and transponder has not been removed since a/c was released from factory. Fleet check confirmed all other transponders were correctly installed and locked. Manufacturer advised. □ CAA Closure: The locking device was not secure and the operator secured device and carried out fleet check for similar issues. Manufacturer has responded by issuing Extra SB -300-1-11, dated 18 July 2011, for all a/c installed with Garmin transponder type. The modification adds an additional locking device and the reporting operator has introduced a modification plan for the fleet of five a/c. The manufacturer has classified compliance with the SB as mandatory, although not supported at this time with mandatory AD action by EASA.

201109817	20/08/2011	Bournemouth		HAWKER SIDDELEY		Military Accident: A/c crashed whilst recovering to land following an air display. A/c destroyed. Fatal injuries to solo pilot. Subject to MOD Board of Enquiry investigation.	
201112576	03/09/2011	Portrush	Airshow/race	GRUMMAN	AA5	Smell of fuel in a/c whilst flying at airshow. Returned to airfield.	<p>Inspection revealed fuel running from the rear of the engine. Cause believed to be incorrect fitting of a fuel pipe to the carburettor. □</p> <p>CAA Closure: The maintenance organisation were not on site when the defect was rectified and it was not possible to identify the actual error. Root cause was determined to be either a non-certifying engineer omitting to correctly torque the fuel pipe on installation, or the installation was incorrectly assembled therefore allowing leakage to occur in service. The maintenance organisation published a Technical Instruction to staff and interviewed the persons concerned using MEDA. The engineer has since left the company.</p>
201207285	01/07/2012	Old Warden		DE HAVILLAND		UK Reportable Accident: The pilot lost control of the a/c in gusty wind conditions and crashed. One POB fatally injured. A/c substantially damaged. AAIB Field Investigation.	<p>CAA Closure: The pilot lost control of the a/c in gusty wind conditions during a re-familiarisation flight. There was insufficient height in which to recover and the a/c impacted the ground, causing the pilot to receive fatal injuries. The a/c departed from controlled flight for reasons that could not be fully determined. Technical failure of the a/c and pilot incapacitation were considered, but ruled out as causal factors. Given the prevailing weather conditions and the challenging operating/ handling characteristics of the a/c, it is considered that the most probable cause of the accident was handling related. AAIB Bulletin 03/2013, Ref: EW/C2012/07/01.</p>

201410432	31/07/2014	EGDR : Culdrose		OTHER		UK Reportable Accident: Engine failure forced landing, gear collapsed. One POB, no injuries reported. Subject to AAIB Field investigation.	
201411689	23/08/2014	EGKK (LGW): London/Gatwick	Airshow/race	OTHER		Infringement of the Gatwick CTA (Class D) by an aircraft squawking 1730 with Mode C indicating 2200ft. Gatwick departures were halted for more than 5mins.	Whilst mentoring a trainee, I saw a 1730 squawk enter the western portion of the Gatwick CTA. The mode C indicated 2200 but then disappeared a minute later. The aircraft was involved in a display at Dunsfold and was not given a clearance into CAS. I telephoned Farnborough but they had transferred the aircraft to Dunsfold. They also told me it was a formation of three aircraft. Gatwick departures were stopped for over five minutes. I eventually got through to Dunsfold Tower and they told the aircraft to finish the display. I believe there may have been a loss of separation with an aircraft on a Bogna SID. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Pilot did not realise he had infringed until he was interviewed and shown the evidence. Pilot error. Interviewed, passed on-line test and conducted a flight with a Staff Training Inspector.
201507071	23/05/2015	EGNR : Hawarden	Airshow/race	BAC	167	Radio Fail of aircraft returning to airfield following flying display.	The aircraft made an uneventful departure for a flying display. Whilst away from airfield the radar controller received a call from D&D asking about a radio fail on an aircraft 25nm north west of Airfield, which was indicating A/c on mode s. The radar controller stated that A/c was operating at the air display and that it may be an inadvertent squawk selection. As the aircraft tracked towards airfield, the 7600 squawk began to show on the radar display. The radar controller made a blind call to the aircraft and a very weak, request homing, transmission was received. However, no further transmissions from the aircraft were received despite numerous transmissions to the aircraft to squawk ident. The aircraft recovered to airfield and blind calls were made to the aircraft by the tower controller. The aircraft landed safely on a green light from the tower. <input type="checkbox"/> Supplementary 26/05/15: <input type="checkbox"/> Total communication failure. During a loop in the middle of a display the

201510463	01/08/2015	Oulton Park	Airshow/race	OTHER		UK Reportable Accident: Aircraft crashed during airshow. Aircraft destroyed. One POB, fatal injuries. Subject to AAIB Field investigation.	
201511517	22/08/2015	EGKA (ESH): Shoreham	Airshow/race	HAWKER	HUNTER	UK Reportable Accident: Aircraft destroyed in air show crash. One POB, injuries and fatalities to be confirmed. Subject to AAIB Field investigation.	
