Corporate Communications

External Information Services



8 April 2014

FOIA reference: F0001877

Dear XXXX

I am writing in respect of your recent request of 25 March 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

"I would like to kindly request a list of prop strike incidents at Manchester Barton Aerodrome over the past 15 years, mainly:

- 1) What aircraft was involved
- 2) What was hit
- 3) Details of what the cause was found to be.
- 4) Details (if available with the CAA) on what restorative work was needed to the planes".

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 UK CAA database for all occurrences that have involved a propeller strike at Manchester Barton during the period 1 April 1999 to all processed reports as at 2 April 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 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 below).

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).

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.

				Make/mdl/srs		
File number	UTC date	Location of occ	Make/mdl/srs [Make]	[Model]	Headline	Narrative text
						AAIB Bulletin 1/2006, ref: EW/G2005/06/16 - Summary: Whilst flying solo
						circuits the student pilot encountered a rough running engine. He
						attempted to clear the problem without success and found himself high
						on the approach with noother area to land. The aircraft touched down at
						the end of the runway, coming to rest in rough ground with damage to
						the landing gear and propeller. The pilot was uninjured. No cause for the
					runway into rough ground. Substantial	engine problem has been found although conditions were favourable for
		Manchester Barton A/F			damage. No injury to 1 POB. AAIBAARF	carburettor icing.□
200504662	19/06/2005	(Greater	GROB	G115	investigation.	CAA Closure: No CAA action appropriate.
					A/c took shortcut whilst taxiing out for	
000001501	0, 10, 10,000	Manakashar Barkar A/F	0500114	450	departure. Propeller clipped R/W (non-active)	
200906536	26/06/2009	Manchester Barton A/F	CESSNA	152	hold sign. Minor damage to propeller.	The aircraft was conducting circuits. During one of the landing rolls, the
						aircraft was observed to pitch significantly nose down, it then powered up
						and conducted another circuit. After landing, the propeller was discovered
						to have suffered significant damage with 2-3in of propeller tip missing. A
						runway inspection revealed approx 15 propeller marks in the grass
						surface along with several shattered wooden propeller pieces in the
201307929	03/07/2013	EGCB : Manchester/Barton	TAYLORCRAFT		Propeller damaged on runway.	vicinity. Pilot reported no effect on the aircraft during flight.
					Propeller hit a ground marking board whilst	J. J
201308613	13/07/2013	EGCB: Manchester/Barton	PIPER	PA28	taxiing out.	
						During the landing roll, the propeller stopped and the aircraft partially
						rolled clear of R/W27R across parallel R/W27L. The pilot exited the
						aircraft to pull it clear and a member of the Operations staff was
						dispatched to assist. Before the arrival of assistance, the pilot decided to
						hand swing the propeller which started. The aircraft moved forward and
						tipped onto its nose, shattering and destroying the propeller. Fire services
						were dispatched to recover the aircraft and clear the debris. No injury has
201314450	10/11/2013	EGCB : Manchester/Barton	JODEL	D112	Propeller shattered on the runway.	been reported.
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