

30 January 2015  
Reference: F0002192

Dear XXXX

I am writing in respect of your recent request of 11 January 2015 for the release of information held by the Civil Aviation Authority (CAA).

Your request:

*Could you please provide me with an updated table of low fuel incidents by operators showing reports that took place in 2013 and for 2014?*

*Could you also supply me with the number of incidents you hold on your MOR scheme for (i) 2013 and (ii) 2014 where there is a mention of it being a low fuel incident, and how many of these were also categorised as MAYDAY incidents?*

*Could you provide me with a table showing the years from 2009 to 2014 and the number of landings due to low fuel at the five UK airports where there have been the most occurrences of this type of incident?*

Our response:

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.

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 incident report is reviewed and, where appropriate, further investigation is carried out and action taken.

We have carried out a search of the UK CAA MOR database to provide an updated table to that supplied under your previous request for information. The updated table provided in the attachment shows the number of reports in 2013 and 2014 which include low fuel for any commercial transport aircraft operation, regardless of nationality and location.

We have also determined that in 2013 and 2014 the number of low fuel events for commercial aircraft operations which include a MAYDAY call and regardless of location or aircraft nationality is:

2013 = 13

**Civil Aviation Authority**

Aviation House Gatwick Airport South Gatwick RH6 0YR [www.caa.co.uk](http://www.caa.co.uk)  
Telephone 01293 768512 [foi.requests@caa.co.uk](mailto:foi.requests@caa.co.uk)

2014 = 11

In order to provide summary information relating to the frequency of low fuel events at five UK airports between 2009-2014, we have calculated the total number of low fuel events for commercial aircraft operations in the UK (regardless of aircraft nationality) in that timeframe, taken the five most frequent locations in order of highest first and created a table individualising those five years spanning 2009-2014.

We have not included information identifying the operator in these summary 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 below).

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

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

[caroline.chalk@caa.co.uk](mailto: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](http://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

William Pounder  
Information Rights 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).

**Breakdown of individual Operator low fuel events reported for each of the years 2013-2014 inclusive.**

Operators	2013	2014
Operator A	0	1
Operator B	0	1
Operator C	0	1
Operator D	0	1
Operator E	0	2
Operator F	0	3
Operator G	1	2
Operator H	0	2
Operator I	1	0
Operator J	14	35
Operator 11	0	3
Operator 12	0	1
Operator 13	1	0
Operator 14	0	2
Operator 15	1	0
Operator 16	7	12
Operator 17	0	1
Operator 18	0	1
Operator 19	2	1
Operator 20	4	3
Operator 21	3	5
Operator 22	0	1
Operator 23	1	0
Operator 24	1	0
Operator 25	2	9
Operator 26	1	0
Operator 27	1	0
Operator 28	1	0
Operator 29	1	0
Operator 30	3	2
Operator 31	9	10
Operator 32	1	1
Operator 33	3	8
Operator 34	0	1
Operator 35	0	1
Operator 36	0	1

**Breakdown of low fuel events reported at UK Airports for each of the years 2009 – 2014 inclusive (by order of highest accumulated over 5 years for any commercial aircraft regardless of nationality).**

<b>AIRPORTS</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>1 LHR</b>	13	2	7	6	4	19
<b>2 LGW</b>	4	3	2	6	7	13
<b>3 STN</b>	5	6	0	5	1	4
<b>4 MAN</b>	3	4	1	0	3	3
<b>5 EDI</b>	1	0	1	0	0	3

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Operator A	0	1
Operator B	0	1
Operator C	0	1
Operator D	0	1
Operator E	0	2
Operator F	0	3
Operator G	1	2
Operator H	0	2
Operator I	1	0
Operator J	14	35
Operator 11	0	3
Operator 12	0	1
Operator 13	1	0
Operator 14	0	2
Operator 15	1	0
Operator 16	7	12
Operator 17	0	1
Operator 18	0	1
Operator 19	2	1
Operator 20	4	3
Operator 21	3	5
Operator 22	0	1
Operator 23	1	0
Operator 24	1	0
Operator 25	2	9
Operator 26	1	0
Operator 27	1	0
Operator 28	1	0
Operator 29	1	0
Operator 30	3	2
Operator 31	9	10
Operator 32	1	1
Operator 33	3	8
Operator 34	0	1
Operator 35	0	1
Operator 36	0	1



**Breakdown of low fuel events reported at UK Airports for each of the years 2009 – 2014 inclusive (by order of highest accumulated over 5 years for any commercial aircraft regardless of nationality).**

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<b>1 LHR</b>	13	2	7	6	4	19
<b>2 LGW</b>	4	3	2	6	7	13
<b>3 STN</b>	5	6	0	5	1	4
<b>4 MAN</b>	3	4	1	0	3	3
<b>5 EDI</b>	1	0	1	0	0	3