

27 October 2015  
Reference: F0002506

Dear XXXX

I am writing in respect of your recent request of 9 October 2015, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

*Please could I have all recorded data on debris that has fallen from the skies in Lincolnshire in the calendar years 2012, 13, 14, plus anything recorded so far for 2015 that you can retrieve.*

*Please can the information be broken down by year and by incident to show what debris was found in each incident and where.*

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

Any report which suggests that an aircraft part has detached in flight, or that an aircraft part (where possible to determine) has been found, or any other report including an ice fall is added to the CAA MOR database. The location of the event is recorded as reported.

We have searched our database for any relevant reports where the location was reported as within Lincolnshire, regardless of aircraft operation or nationality, for the dates 1 January 2012 to all processed reports as at 22 October 2015 inclusive, and provided a summary in the attachment.

We have not included identifying information in these summary reports as this information is exempt from disclosure under Section 44(1)(a) of the FOIA.

**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)

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 Air Navigation Order 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

A handwritten signature in black ink, appearing to read 'M Stevens', written in a cursive style.

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	Headline	Narrative text
201310755	23/08/2013	EGNJ (HUY): Humberside	Panel became detached in flight.	As the aircraft came into the hover, the LH life raft cover fell onto the runway. The aircraft was being delivered from the manufacturer.
201201033	26/01/2012	Waddington	A/c on training detail took-off with pitot head cover fitted. During initial flight, the cover fell to the ground and a runway inspection failed to find it.	Instructor had carried out a cursory check of exterior, fuel and oil before starting engine. During take-off run instructor had noticed lack of airspeed but decided to continue with take-off due to the risk of contact with the overrun arrestor if the take-off was rejected. □ CAA Closure: The highly experienced CFI was the sole reporter of the occurrence. The FOI(GA) Case Officer personally interviewed the reporter who has learnt from the occurrence and has since had the occurrence included in a GASIL.