

Richard Ryan
richard.ryan@blakistons.com

Date: 5 December 2025
Reference: F0007687

Dear Richard Ryan,

Thank you for your request of 7 November 2025, for the release of information held by the Civil Aviation Authority (CAA). For reference your original enquiry was as follows:

I am seeking information under the Freedom of Information Act 2000 and, where relevant, the Environmental Information Regulations 2004, regarding State-aircraft (police) drone operations and the accident notification system.

1. Please confirm whether the Isle of Sheppey incident of 2 August 2025, involving a Kent Police drone striking an overhead cable and injuring a child, was formally notified to the AAIB or CAA.

2. Provide the date and reference number of any such notification and whether a safety investigation was opened.

3. Supply the guidance or memorandum of understanding that governs incident notification and investigation responsibilities for State-aircraft (police) drones.

4. Provide any statistical summaries or anonymised MOR data (Mandatory Occurrence Reports) concerning police-UAS accidents between 2023 and 2025.

Your request has been considered in line with the provisions of the Freedom of Information Act 2000 (FOIA). I can confirm that some information within scope of your request is held by the CAA and for others (element 4) the CAA is unable to neither confirm nor deny whether information is held:

1. Please confirm whether the Isle of Sheppey incident of 2 August 2025, involving a Kent Police drone striking an overhead cable and injuring a child, was formally notified to the AAIB or CAA.

The CAA was notified by the AAIB of the incident mentioned above. Please note that this notification is different to mandatory occurrence reporting.

2. Provide the date and b. reference number of any such notification and c. whether a safety investigation was opened.

2a. 6 August 2025.

2b AAIB reference - AAIB-31099 (please note that this is an AAIB reference number and not CAA generated).

Civil Aviation Authority

Aviation House, Beehive Ring Road, Crawley, West Sussex RH6 0YR.

Email: foi.requests@caa.co.uk

2c. Please refer to the answer to question 4 below in respect of MOR data. The CAA is not conducting an investigation.

3. Supply the guidance or memorandum of understanding that governs incident notification and investigation responsibilities for State-aircraft (police) drones.

The CAA does not hold guidance nor a memorandum of understanding that specifically governs incident notification or investigation responsibilities for state aircraft.

More information on incident reporting can be found in the following publications:

*Occurrence reporting | UK Civil Aviation Authority
Unmanned Aircraft System Operations in UK Airspace - Guidance*

4. Provide any statistical summaries or anonymised MOR data (Mandatory Occurrence Reports) concerning police-UAS accidents between 2023 and 2025.

Section 44(2) of the FOIA does not require a public authority to confirm or deny whether it holds any information, if even in doing so would, in itself, reveal exempt information.

The CAA is therefore unable to confirm or deny whether the requested information is held, as doing so would disclose information prohibited from release under section 44(1)(a) of the FOIA.

If held, the information would be exempt from disclosure under section 44(1)(a) of the FOIA, which applies where disclosure is prohibited by or under any enactment. In this case, the CAA considers that releasing occurrence reporting information into the public domain in response to a freedom of information request is not permitted under Assimilated Regulation (EU) No. 376/2014 (the Regulations).

Occurrence reports, which is what question 4 of this FOI relates to, are created pursuant to occurrence reporting of safety-related events which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person. Aviation safety relies on feedback and lessons learned from accidents and incidents. Effective occurrence reporting and use of this information depend on trust between reporters and the entities responsible for collecting and assessing data. Protecting safety information from misuse and is essential to maintain that system. Disclosure under the Regulations is only permitted for the purpose of maintaining or improving aviation safety, as such the CAA considers s. 44(1)(a) FOIA is engaged.

Further information

If you consider that you require the information for the purpose of maintaining or improving aviation safety, you are able to make an application to the CAA on that basis using the form at www.caa.co.uk/srg1605.

Alternatively, the SRG1604 form, which is aimed at industry, (including aviation professionals) and is released on a subscription basis, is available at the following link:

SRG1604: Application for Monthly MOR Listings | UK Civil Aviation Authority

Available statistics

You may also be interested in the following published information:

Statistics - Airspace Safety

Birdstrike data | Civil Aviation Authority (caa.co.uk)

<https://www.caa.co.uk/publication/download/23012>

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:-

FOI.Requests@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 out below. A request for an internal review should be submitted within 40 working days of the date of this letter.

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
<https://ico.org.uk/concerns/>

If you wish to request further information from the CAA, please use the form on the CAA website at FOI - Freedom of Information (caa.co.uk).

Yours sincerely

Communications & Engagement Team
Information Rights Specialist
Civil Aviation Authority



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At the CAA we respect agile working so, while it suits me to send this now, I do not expect a response or action outside of your own working hours.

Please consider our environment. Think before printing.

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.
- 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 when necessary consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and if necessary 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.
- An internal review cannot address issues outside of the scope of the original request.
- You, as the applicant, may raise concerns as to why you think the CAA (and any exemptions relied upon) were incorrect in our application of the terms of the FOIA.
- The internal review mechanism should not be used to raise additional further requests for information; this should be done by way of another first stage information request.