

Firework Occurrence Summary 2014-2019

[Name redacted]

Safety Performance & Risk Team

Analysis Parameters

- Data for the period between January 2014 and June 2019 (inclusive) was used to create this report.
- Any occurrence mentioning fireworks in either the report headline or narrative; or having an event type code stating unlawful interference with an aircraft – fireworks; was extracted from the UK national reporting database.
- Occurrences were then filtered to ensure they were relevant and to establish whether the occurrence involved a firework sighting outside of the aircraft, or discovery of fireworks inside the aircraft.
- Data for June 2019 is inclusive to June 25. 2019.
- The number of occurrences may change over time as new data is added to the UK national reporting database, or as new information relating to previous occurrences becomes available.

Report Summary

- 24 occurrences involving fireworks either inside or outside of the aircraft were reported between January 2014 and June 2019 (see notes above).
- All reported occurrences were classified as incidents (ICAO definition) and resulted in zero injuries to either the aircraft occupants or any third parties.
- 16 reports referred to firework sightings outside of the aircraft:
 - 15 of these occurrences were reported during October, November and December, which coincide with both the darker nights in the UK (where these occurrences were observed) and when fireworks are more widely available in preparation for bonfire night (November 05. and New Years Eve; December 31).
 - 10 related to fireworks being launched near an active airport.
 - 6 related to aircraft being targeted by fireworks, with 2 of these reports resulting in flight crew distraction during approach.
- 8 reports of fireworks being discovered in passenger baggage or in the cargo hold.
 - 6 were found in passenger baggage, 2 of these occurred after the aircraft had departed (e.g. aircraft was en-route).
 - 2 reports of fireworks being found in the cargo hold, 1 occurrence stated that the fireworks were part of a mislabelled cargo consignment.
- There were also 8 reports of crew fatigue caused by fireworks disrupting their rest prior to a duty period. These are not included in the above numbers as no aircraft was involved directly. However was stated as having an impact on the crew scheduled to operate an aircraft.

Summary of Occurrence Reports

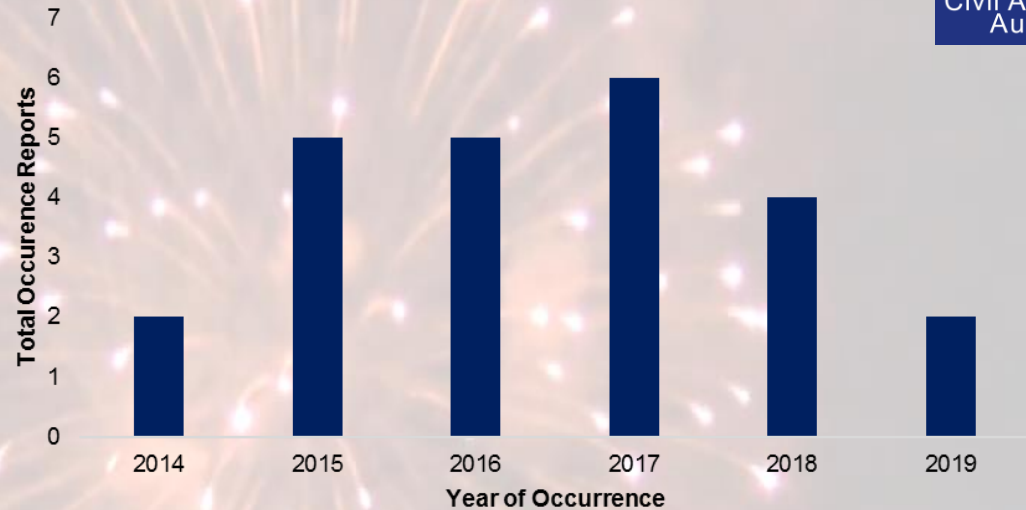
24 occurrences involving fireworks reported between January 2014 and June 2019.

16 occurrences reported where fireworks were spotted outside of the aircraft.

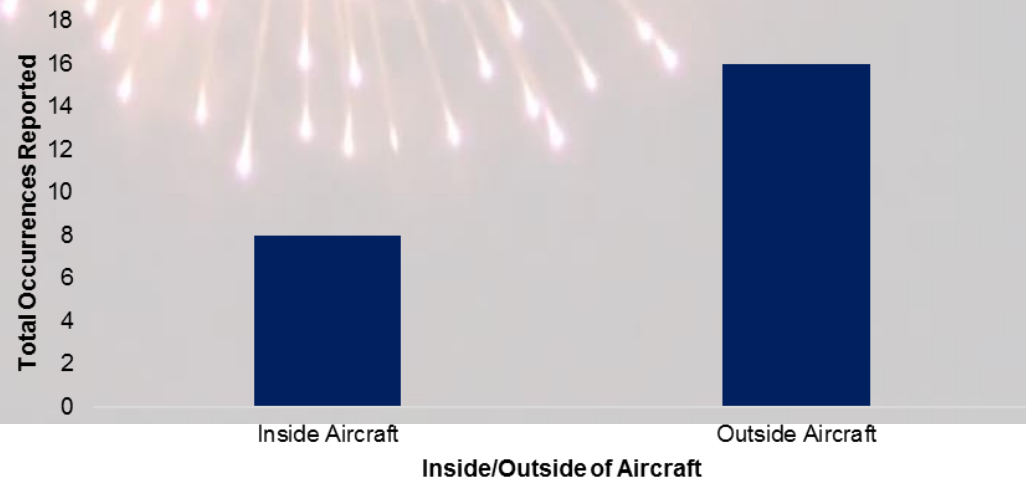
8 reports of fireworks being found in cabin baggage or in the cargo hold.

An additional 8 reports where crews reported fatigue as a result of firework activity disrupting rest prior to their duty period.

Firework Occurrences by Year (2014-2019)



Firework Occurrences Inside/Outside of Aircraft (2014-2019)



Summary of Occurrence Reports

16 reports of fireworks being spotted outside of the aircraft. 6 stated that the firework had been targeted at the aircraft and 10 noted fireworks being launched near to an active airport.

Two reports stated that the flight crew were distracted from their normal duties by fireworks appearing near the aircraft during a critical phase of flight (both reports occurred during approach to land).



Outside the Aircraft

Inside the Aircraft

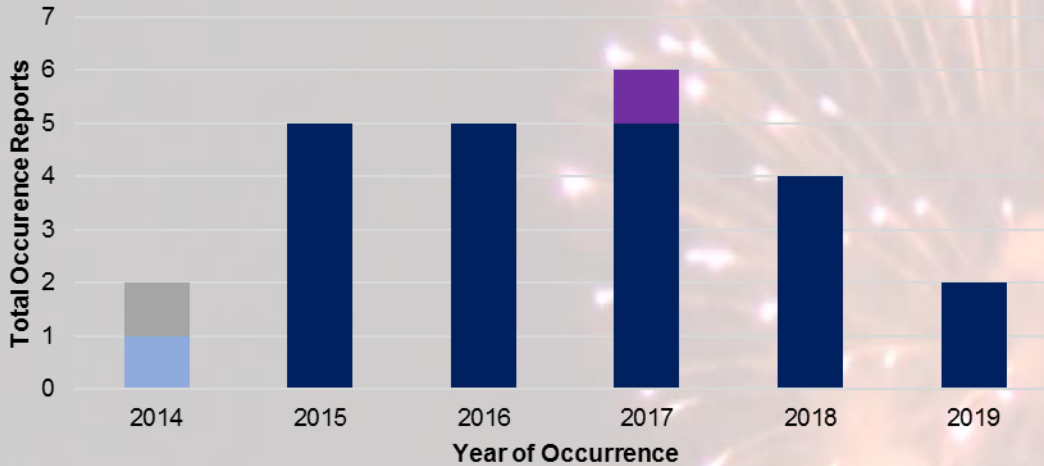


6 reports of fireworks being found and confiscated from passengers cabin baggage, two of these occurrences happened during the flight, with the remainder happening prior to departure.

One report of mislabelled cargo that contained fireworks being discovered in the cargo hold of an aircraft.

Aircraft Type and Flight Phase

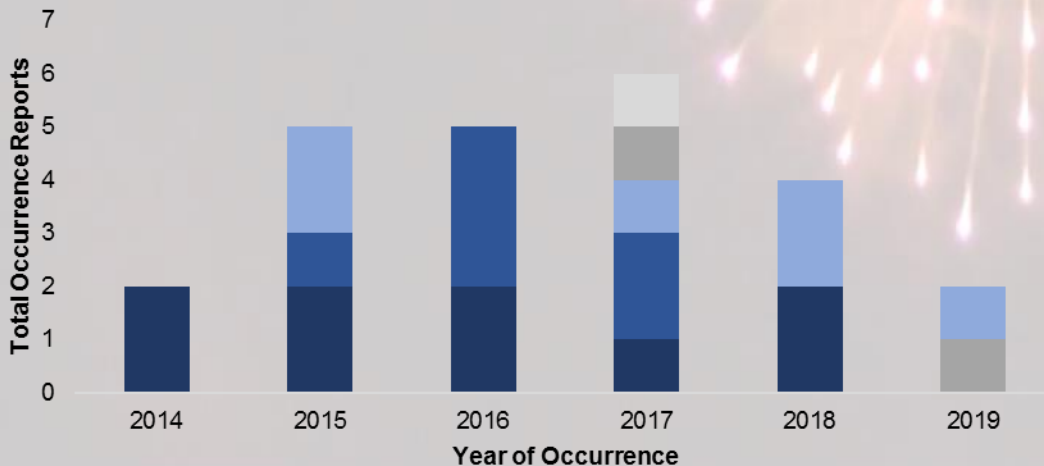
Firework Reports by Aircraft Category (2014 - 2019)



Fixed Wing Commercial Air Transport Aircraft (CAT) were the most commonly observed aircraft type.

■ Business Aviation ■ CAT - Fixed Wing ■ Non Commercial - Rotary ■ No Aircraft involved

Firework Occurrences by Flight Phase (2014-2019)



The majority of occurrences (9; 38%) were reported during approach to land.

London Heathrow was the most commonly stated occurrence location (7;29%), which is consistent with traffic and population distribution in the UK.

■ Approach ■ En route ■ Landing ■ Standing ■ Take-off ■ No Aircraft Involved