Civil Aviation Authority
Finance and Corporate Services
Information Management

Civil Aviation Authority

28 January 2009
FOIA reference: F0000790

Dear XXXX

I am writing in respect of your recent application, of 28 January 2009, for the release of information held by the Civil Aviation Authority.

In assessing your request in line with the provisions of the Freedom of Information Act 2000, we are pleased to be able to provide the information requested.

Recording of Airprox events is separate from the CAA's Mandatory Occurrence Report (MOR) database, in part because Airprox reports are recorded to a different level of detail from other MORs.The data retrieval for Airprox was based on the same criteria given in a previous request by another applicant, as discussed and agreed by phone:

- Calendar years 2007 and 2008;
- Involving at least one aircraft departing from or arriving at any one of the following airports: Newcastle International, Durham Tees Valley, Teesside International;
- Involving at least one Commercial Air Transport aircraft;
- Airprox occurred within 60nm of one of the aforementioned airports, but still within UK airspace; and
- No restriction on the subject aircrafts' altitude(s).

Noting that an event which has yet to be fully investigated and assessed by the independent Airprox Board is excluded, five Airprox reports meet the above criteria. Four of the incidents were assessed as risk category C, "no risk of collision existed". One of the reports (Airprox 8/2007) was assessed as risk category B, "the safety of the aircraft was compromised".

For convenience, we have enclosed the CAA summary report of these Airprox events (see attachment 1). Full details of these Airprox reports can be found through the Publications page of the UK Airprox Board website, www.airproxboard.org.uk.

With regard to all other recorded safety incidents, the CAA's MOR Scheme is intended to record reportable occurrences which endangered or which, if not corrected, would have endangered an aircraft, its occupants or any other person. We are unable to search the database for locations within a specific radius of an airport, as location information is not recorded in this way on the MOR database. Therefore, we have run two separate database

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INVESTOR IN PEOPLE

searches for all reportable occurrences, which will include any reported weather related problems, bird strikes, and disruptive passengers.

The first search (attachment 2) includes all occurrences in UK airspace involving at least one Commercial Air Transport aircraft on a flight that originated from Newcastle International, Durham Tees Valley or Teesside International airport.

The second search (attachment 3) includes all occurrences in UK airspace involving at least one Commercial Air Transport aircraft on a flight that was inbound to Newcastle International, Durham Tees Valley or Teesside International airport.

Please note that there may be an overlap with these retrievals, and there is a possibility that the same occurrence may appear in both lists.

If you are unhappy with how we have dealt with your request in the first instance you may approach the Freedom of Information Case Manager in writing at:-

Rick Chatfield
FOIA & EIR Case Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
rick.chatfield@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
FoIA & EIR Case 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.

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These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) system by a member of the SIDD Department

The MOR system records include information reported to the CAA, information obtained from CAA investigations, and deductions by CAA staff based on the available information. The authenticity of the contents or the absence of errors and omissions cannot be guaranteed. Records in this system commenced on 1 January 1976 coincident with the introduction of Mandatory Occurrence Reporting in the UK, but occurrences reported voluntarily are also included, and no distinction is made between them.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of Flight Safety and must not be used for other purposes.

SUBJECT: Airprox within 60nm of one of the airports (Newcastle International, Durham Tees Valley, Teesside International) involving at least one Commercial Air Transport aircraft either inbound to or outbound from one of these airports.

PERIOD : 1 January 2007 to 31 December 2008

A/C Type :	Jetstream 41	**Occurrence Number :**	**200700875**
Flight Phase :	Descent	**Occurrence Date :**	30 Jan 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	UK Airprox TCAS Report Flight Crew Occurrence ATC Occurrence	**Location Info :**	17 ESE

Pretitle :
UK AIRPROX 8/2007 - JS41 and military jet, 15nm Southeast of Teesside at FL75.

Precis :
JS41, operating in the FIR receiving a RAS, was given traffic info and avoiding action on a military a/c operating in the area. JS41 also complied with a TCAS RA of monitor vertical speed followed by an RA of climb. Info indicates that this AIRPROX was exacerbated by the omission of coordination and a misjudgement of the geometry of the conflict by the military crew.
CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	Jetstream 41	**Occurrence Number :**	**200703217**
Flight Phase :	Cruise	**Occurrence Date :**	12 Apr 2007
Classification :	Occurrences	**Location :**	NEXUS
Events :	UK Airprox	**Location Info :**	

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of Flight Safety and must not be used for other purposes.

	Altitude Deviation Flight Crew Occurrence ATC Occurrence

Pretitle :
UK AIRPROX 36/2007 - JS41 and two military jets at NEXUS at FL165.

Precis :
Investigations indicate that this AIRPROX was caused by the crew of one of the military jets involved who climbed above their co-ordinated altitude and into conflict with the Jetstream 41.
CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	A330	**Occurrence Number :**	**200709909**
Flight Phase :	Climb	**Occurrence Date :**	08 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	UK Airprox TCAS Report ATC Occurrence	**Location Info :**	55 ENE

Pretitle :
UK AIRPROX 150/2007 - A330 responded to a TCAS RA against a military a/c, 55nm ENE of Newcastle in FIR (Class G). Traffic info given.

Precis :
Investigations revealed that this AIRPROX resulted from the ScACC controller instructing the crew of the A330 to climb through the level of the military a/c without ensuring that lateral separation would exist during the level change. There was a breakdown in co-ordination between Tay and Tyne ScACC controllers in that the plan agreed between the Tay controller and the military controller was not fully communicated and understood by the Tyne controller.
CAA Closure: This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	B737	**Occurrence Number :**	**200802866**
Flight Phase :	Approach	**Occurrence Date :**	21 Mar 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	UK Airprox Windshear / Gusts TCAS Report Loss of Standard Separation	**Location Info :**	3 NNE

Pretitle :
UK AIRPROX 31/2008 - Two B737s carrying out go-arounds due to unstable approaches in strong crosswinds. One 737 received and actioned a TCAS RA.

Precis :
Investigation confirmed that, at the time, there were strong crosswind conditions apparent. B737(1) carried out a go-around R/W07 due to the weather and was transferred to the Radar 2 controller. It was then positioned behind B737(2), which was also with Radar 2. B737(1) pilot stated his intention to divert if the next approach was unsuccessful. The Radar 1 controller was informed of this and both a/c, when established on the ILS, were subsequently transferred to TWR. In the event, both flights carried out missed approaches. The B737(2) was coordinated by Radar 1 to contact Radar 2 and the B737(1), as it would be diverting, to contact him. The B737(2) was turned downwind left hand by Radar 1 and the Radar 2 controller then overlooked this a/c when turning the B737(1) left. As soon as the situation was realised, action was taken to control the situation (traffic info and avoiding action)

but separation was lost.
CAA Closure: Appropriate ATC personnel action taken. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	Saab 2000	**Occurrence Number :**	**200803568**
Flight Phase :	Cruise	**Occurrence Date :**	08 Apr 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	UK Airprox Flight Crew Occurrence	**Location Info :**	25 NNW

Pretitle :
UK AIRPROX 41/2008 - Saab 2000 and a military jet 25nm NNW of Newcastle at FL185.

Precis :
Newcastle ATC gave Saab 2000 traffic info on military a/c and advised it to contact Scottish military. On contact with Scottish military, Saab 2000 was given avoiding action of left turn, but as Saab 2000 was visual with traffic it initiated a right turn to avoid.
CAA Closure: Conflict in Class G airspace resolved by both crews. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

Number of Records : 5

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SUBJECT: All occurrences in UK airspace involving Commercial Air Transport aircraft originating from Newcastle International, Durham Tees Valley or Teesside International airports
PERIOD : 01 Jan 2007 – 31 Dec 2008

A/C Type :	B737	**Occurrence Number :**	**200700088**
Flight Phase :	Climb	**Occurrence Date :**	06 Jan 2007
Classification :	Occurrences	**Location :**	Polehill (POL)
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
B737 called ATC climbing to FL290 on its own navigation. ATC was expecting a/c at FL270. ATC confirmed a/c could stay at FL290. A/c had originally only be cleared to FL270.

Precis :
Standard separation maintained. The RT tape confirmed that the pilot had been cleared and read back FL270.

A/C Type :	B737	**Occurrence Number :**	**200700136**
Flight Phase :	Cruise	**Occurrence Date :**	03 Jan 2007
Classification :	Occurrences	**Location :**	
Events :	Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Cabin crew member incapacitated due to illness.

Precis :

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A/C Type :	Jetstream 41	**Occurrence Number :**	**200700340**
Flight Phase :	Initial Climb	**Occurrence Date :**	12 Jan 2007
Classification :	Serious Incidents	**Location :**	Durham Tees Valley (TD)
Events :	Flight Controls Problems / Jammed Loss of A/c Control Diversion /Return Contingency Flight Crew Occurrence	**Location Info :**	

Pretitle :
Pitch control problem due to interference between elevator trim and engine condition lever. A/c returned. AAIB AARF investigation.

Precis :
AAIB Bulletin 9/2007, ref: EW/G2007/01/15 - Summary: Immediately after take-off from Durham Tees Valley Airport, the crew found difficulty in controlling the aircraft in pitch using the control yoke. They found that the pitch trim wheel and engine condition lever friction wheel had locked together, jamming both controls. The aircraft returned to the airport with the crew using engine power to assist in controlling pitch and an uneventful landing was made. Investigation found that the condition lever friction wheel, which rotates about a common shaft with the elevator manual trim wheel, had made contact with the trim wheel such that application of nose-down elevator trim also caused rotation of the friction wheel in the 'tighten' sense until the two had jammed together. When the two wheels were freed, both mechanisms worked correctly. The aircraft manufacturer had previously issued AOM 99/006J, which describes similar symptoms caused by the displacement or incorrect fitment of a circlip designed to prevent axial movement of the trim wheel along the shaft it shares with the condition levers. The AOM recommended a 'one-off' inspection to ensure that the circlip was correctly seated and the operator of G-MAJI had introduced an additional requirement to check the circlip at 600 hour intervals. A suitable caution was also added to the AMM. However, in this case, the 'displaced circlip' condition was not found. Despite a thorough check against the maintenance manual, no abnormalities were found in G-MAJI, and the aircraft has since operated without further incident. The conclusion drawn by the operator is that the condition lever friction wheel had been tightened with greater than normal force to cause this incident. However, the aircraft manufacturer has advised that, as an added precaution, it is revisiting the design review of the mechanism, carried out in response to the earlier occurrences.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**200700838**
Flight Phase :	Climb	**Occurrence Date :**	31 Jan 2007
Classification :	Occurrences	**Location :**	GASKO
Events :	Pressurisation Failure Aircraft Occupant Injury / Death - Crew Crew Illness / Incapacitation Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
PAN declared due to cabin pressurisation failure. Emergency descent. Aircraft returned. P2 incapacitation due to ear pain.

Precis :
During climb through FL125, passenger oxygen masks deployed and cabin differential pressure noted as zero. PAN declared, immediate descent to FL100 initiated and aircraft returned. Prior to departure, system tested satisfactorily and controller was set to FL210 at mid rate. System checked passing FL050 and FL100 and differential pressure last noted at 4.5psi. No altitude warnings were shown on annunciator panel. P2 incapacitated due to ear pain. Depressurisation fault traced to a failure of the cabin pressure controller, failures of which are rare, and as a result the operator has no meaningful reliability data on the unit. The cabin pressure controller was replaced, with no further

operational incident since.

A/C Type :	A319	**Occurrence Number :**	**200701021**
Flight Phase :	Initial Climb	**Occurrence Date :**	27 Jan 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Technical Occurrence Poor Visibility	**Location Info :**	

Pretitle :
Captain's sun visor missing. The a/c departed into bright sunlight and during initial climb, and on several other occasions, the lack of a sun visor caused problems for the Captain.

Precis :
Control was handed to the co-pilot but the Captain had great difficulty in monitoring instruments. The reporter is concerned that the defect had been given a 120 day CAT 'Q' limit. The item was discussed with the manufacturer who considered that the MMEL was satisfactory in its current form, and that the lack of a sun visor did not create an undue hazard. However, the operator will monitor the frequency of ASRs on this subject and take action if appropriate.

A/C Type :	B737	**Occurrence Number :**	**200701040**
Flight Phase :	Climb	**Occurrence Date :**	07 Feb 2007
Classification :	Occurrences	**Location :**	CROFT
Events :	Altitude Deviation (ATC)	**Location Info :**	10 SW

Pretitle :
ATC intended to climb a B737 to FL330 but climbed it to FL390 in error. On transfer to next frequency, a/c was stopped at FL370 due traffic at FL380. Standard separation maintained.

Precis :

A/C Type :	CL600 RJ700	**Occurrence Number :**	**200701306**
Flight Phase :	Climb	**Occurrence Date :**	14 Feb 2007
Classification :	Occurrences	**Location :**	Unknown
Events :	Altitude Deviation Altitude Deviation (ATC) ATC Occurrence Flight Crew Occurrence	**Location Info :**	

Pretitle :
CRJ700 at FL280 requested level FL350. ATC informed CRJ700 of turbulence and that FL290 and FL310 would be better. CRJ700 elected FL290, then climbed without ATC clearance.

Precis :
On listening to the tapes it revealed that, after ATC had explained the turbulence situation, CRJ700 pilot answered "OK we climb FL290" to which ATC replied "I will call you back with further climb". Standard separation maintained.

A/C Type :	B737	**Occurrence Number :**	**200701470**
Flight Phase :	Initial Climb	**Occurrence Date :**	20 Feb 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Structure Failure / Malfunction	**Location Info :**	

Pretitle :

Flight deck nr2 RH window heating strip flared and burnt out followed by the outer window pane shattering. Flight crew referred to the QRH and returned a/c to Newcastle.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200701688**
Flight Phase :	Taxi	**Occurrence Date :**	25 Feb 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Runway Incursion	**Location Info :**	

Pretitle :
As B737 on its take-off run passed C intersection, the SMR alarm tripped. Another B737 had failed to follow ATC taxi instructions to stop at Hold CW and crossed red stopbar by approximately 10ft.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200701722**
Flight Phase :	Taxi	**Occurrence Date :**	26 Feb 2007
Classification :	Serious Incidents	**Location :**	Durham Tees Valley (TD)
Events :	Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
Elevator restriction felt during control checks. Elevator circuit gust lock mechanism inadequately lubricated. AAIB AARF investigation.

Precis :
AAIB Bulletin 9/2007, ref: EW/G2007/02/11 - Summary: Prior to taking off, when conducting the full and free flight control checks, a restriction was felt in the elevator circuit. Examination revealed that a lack of appropriate lubrication of the gust lock mechanism resulted in the lock pin associated with an elevator circuit cable quadrant to most likely 'hang up'. As a result of this finding, the operator now applies lubrication on an annual basis, instead of once every four years, and the manufacturer is amending the Maintenance Schedule to increase the frequency of lubrication of the flight controls gust lock system.

A/C Type :	B737	**Occurrence Number :**	**200701916**
Flight Phase :	Approach	**Occurrence Date :**	26 Feb 2007
Classification :	Occurrences	**Location :**	Bristol International
Events :	ATC Occurrence Flight Crew Occurrence	**Location Info :**	NE

Pretitle :
B737, instructed to turn onto base leg on approach, was observed to continue on track for a few miles before commencing the turn, which caused the a/c to leave controlled airspace.

Precis :
B737 given further vectors onto final approach to bring it back into controlled airspace. A following B737 also momentarily left controlled airspace as a result of this incident. A change of radar service was not given as the a/c left CAS.

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200701938**

Flight Phase :	Cruise	**Occurrence Date :**	06 Mar 2007
Classification :	Occurrences	**Location :**	
Events :	Landing Gear Problems Emergency Call	**Location Info :**	

Pretitle :
Brake pressure warning illuminated in the cruise.

Precis :
RH brake pressure light illuminated approximately 45 minutes into the cruise and remained on until engine shutdown. Anti skid checked / cycled, nr2 brakes were selected and the gear was cycled with both nr1 and nr2 systems with no effect. PAN declared in case LH MLG locked on landing. Systems appeared normal on landing.

A/C Type :	B737	**Occurrence Number :**	**200702007**
Flight Phase :	Taxi	**Occurrence Date :**	08 Mar 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Runway Incursion Flight Crew Occurrence	**Location Info :**	

Pretitle :
B737 failed to follow ATC taxi instructions to hold at C West and crossed unlit stop bar. SMR alarm tripped with an a/c on final for R/W25 at 1.5nm. Landing a/c continued visually in good VMC.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200702061**
Flight Phase :	Hover	**Occurrence Date :**	04 Mar 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Equipment / System Failure Emergency Call Contingency Diversion /Return Adverse Weather	**Location Info :**	

Pretitle :
During outside ground effect hover in heavy rain, nr1 generator disconnected. PAN declared, FRC actioned and a/c recovered to base without further incident.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200702293**
Flight Phase :	Cruise	**Occurrence Date :**	18 Mar 2007
Classification :	Occurrences	**Location :**	
Events :	Turbulence Problems Altitude Deviation	**Location Info :**	

Pretitle :
A/c encountered severe turbulence, causing autopilot disconnect and climb above cleared FL220 to FL224.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200702557**
Flight Phase :	Taxi	**Occurrence Date :**	22 Mar 2007
Classification :	Occurrences	**Location :**	Stansted
Events :	Ground (AD) Occurrence Ramp Incident	**Location Info :**	

Pretitle :
Ground crew attempted to connect ground power unit to B737 whilst the a/c was still moving. It is also alleged that ground crew stand too close to the a/c whilst they are moving.

Precis :
The aerodrome operator liaised with airline operators and ground handling operators to address these concerns. The main focus was to reinforce the positioning of ramp staff when an a/c arrives on stand and the approach once parked. The ground handling operators now operate the procedure that ramp staff will wait at the head of stand equipment area until the a/c can be approached. This will be closely monitored through the turnaround check process. Additionally, a training Captain from one of the airline operators has attended a number of ramp safety briefs to reiterate the concerns raised by operator.

A/C Type :	Military	**Occurrence Number :**	**200703143**
Flight Phase :	Cruise	**Occurrence Date :**	12 Apr 2007
Classification :	Occurrences	**Location :**	TILNI
Events :	Loss of Standard Separation ATC Occurrence	**Location Info :**	

Pretitle :
Separation lost between a B737 climbing in Airway P18 (Class A) and a pair of military jets near the TILNI Corridor. STCA activated. Traffic info and avoiding action was given to B737.

Precis :
Investigation ascertained that the military controller used an incorrect callsign, which contributed to one of the military a/c entering CAS and the resultant loss of separation.

A/C Type :	B737	**Occurrence Number :**	**200703551**
Flight Phase :	Parked	**Occurrence Date :**	23 Apr 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Loading Problem Flight Crew Occurrence	**Location Info :**	

Pretitle :
Loadsheet submitted to flight crew incorrect. B737 departed before revised loadsheet had been re-submitted. Revised loadsheet take-off weight index changed by 4.3units.

Precis :

A/C Type :	Fokker F27 Friendship	**Occurrence Number :**	**200703588**
Flight Phase :	Take Off	**Occurrence Date :**	26 Apr 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Emergency Call Diversion /Return Engine/Malfunction Power Loss - First Engine	**Location Info :**	

Pretitle :
RH engine auto-feathered after take off. MAYDAY declared. Auto-feathering checks implemented. A/c returned to Newcastle.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200703597**
Flight Phase :	Cruise	**Occurrence Date :**	26 Apr 2007
Classification :	Occurrences	**Location :**	DAWLY
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
B737 had a NAS flight plan via BHD but, at DAWLY, a/c turned towards LND. B737 reported that company had refiled via LND. Change message received at 0857hrs that morning had not been actioned in NAS.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200703636**
Flight Phase :	Climb	**Occurrence Date :**	29 Apr 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	20

Pretitle :
B757 called climbing to FL220. ATC stated climb should be to FL150 and hdg 220, iaw with standing agreement. Pilot confirmed hdg but a/c climbed through FL150. ATC instructed climb to FL190.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200703676**
Flight Phase :	Landing	**Occurrence Date :**	28 Apr 2007
Classification :	Occurrences	**Location :**	Belfast (BEL)
Events :	Hard Landing Aircraft Occupant Injury / Death - Crew Flight Crew Occurrence	**Location Info :**	

Pretitle :
B737 sustained hard landing. Inspection carried out with no faults found. Two cabin crew members complained of minor injuries due to the hard landing.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200703705**
Flight Phase :	Descent	**Occurrence Date :**	29 Apr 2007
Classification :	Occurrences	**Location :**	Bristol International
Events :	Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Cabin crew member offloaded on arrival due to illness suffered during the descent.

Precis :

A/C Type :	Fokker 70	**Occurrence Number :**	**200703740**
Flight Phase :	Climb	**Occurrence Date :**	02 May 2007
Classification :	Occurrences	**Location :**	AMVEL
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	10 W

Pretitle :
Fltnum 1540 cleared to climb to FL250. Fltnum 1530, same operator, subsequently cleared to climb to FL270. ATC observed 1540 also climbing to FL270. 1540 was descended back to FL250.

Precis :
Standard separation maintained. Suspected simultaneous transmission. Pilot later apologised.

A/C Type :	B757	**Occurrence Number :**	**200703780**
Flight Phase :	Taxi	**Occurrence Date :**	01 May 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Taxiway Incursion Flight Crew Occurrence Poor Visibility	**Location Info :**	

Pretitle :
B737 instructed to go-around due B757 taxiway incursion. B757, instructed to hold at A2 for R/W07 departure, took a wrong turn towards Taxiway B. LVPs in force with IRVR of 500m.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200703854**
Flight Phase :	Flight	**Occurrence Date :**	04 May 2007
Classification :	Occurrences	**Location :**	MONTY
Events :	Engine/Malfunction Power Loss - First Engine Engine Shutdown Diversion /Return	**Location Info :**	

Pretitle :
RH engine in-flight shut down. Diversion to Manchester. No emergency declared - ATC changed squawk to 7700. Nr1 torque bridge failed.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200703924**
Flight Phase :	Take Off	**Occurrence Date :**	06 May 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Equipment / System Malfunction Rejected Take-Off	**Location Info :**	

Pretitle :
Take-off rejected from approx 100kts due to 'IAS Disagree' warning, which cleared when a/c decelerated below 80kts. Fault traced to P1 angle of attack vane.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200703968**
Flight Phase :	Descent	**Occurrence Date :**	08 May 2007
Classification :	Occurrences	**Location :**	RILES
Events :	Altitude Deviation Flight Crew Occurrence	**Location Info :**	5N

Pretitle :
ATC descended JS41 to FL150, a/c was then observed at FL140. When questioned, pilot apologised stating he was levelling off at FL140. As a/c was now below CAS, ATC descended a/c to FL120 under a RIS.

Precis :
Standard separation maintained. The crew report that the P1 was off frequency talking to the Handling Agents at the time of this incident and this took longer than expected. It was subsequently noted that the ALT hold was not armed. The reason for this is unknown.

A/C Type :	B737	**Occurrence Number :**	**200704018**
Flight Phase :	Ground Handling	**Occurrence Date :**	07 May 2007
Classification :	Occurrences	**Location :**	Stansted
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Mobile steps inadequately positioned on door 2L for passenger disembarkation. Significant gap between a/c and steps platform. Incorrect procedures used to secure the steps.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200704082**
Flight Phase :	Descent	**Occurrence Date :**	10 May 2007
Classification :	Occurrences	**Location :**	Aberdeen (ADN)
Events :	Flight Crew Occurrence Altitude Deviation Altitude Deviation (ATC)	**Location Info :**	18 SSE

Pretitle :
JS41 cleared to descend to 4000ft. ATC then observed a/c Mode C indicating 2700ft. When queried pilot said he was descending to 2000ft. As there was no other traffic, ATC allowed descent to continue.

Precis :
ATC controller was distracted and did not hear the a/c read back a descent to 2000ft.

A/C Type :	BAE146	**Occurrence Number :**	**200704610**
Flight Phase :	Landing	**Occurrence Date :**	24 May 2007
Classification :	Occurrences	**Location :**	London-Gatwick - LGW
Events :	Flight Crew Occurrence	**Location Info :**	

ATC Occurrence

Pretitle :
BAe146 given clearance to land after reporting established on the localiser for R/W26L. ATC received no reply. Further attempts to raise a reply were unsuccessful. A/c then observed to touch and go.

Precis :
A/c reported on frequency in the go-around. A/c given a heading of 180deg and clearance to climb to 3000ft. A/c vectored for a second ILS approach and landed without incident. Subsequent investigation concluded that the a/c did touch the runway for 0.9 seconds, however, it also showed that go-around thrust had been selected prior to this point. The investigation was unable to establish what had caused the communication failure. The a/c radios, the pilot's headsets and communications boxes were inspected and tested and found to be fully serviceable. Additionally, the operator's procedures for ATC management was confirmed to be compliant. The operator are publishing the circumstances of this event in their company magazine.

A/C Type :	A320	**Occurrence Number :**	**200704659**
Flight Phase :	Descent	**Occurrence Date :**	25 May 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Altitude Deviation (ATC)	**Location Info :**	

Pretitle :
A320 cleared to descend from FL90 to FL70 which was read back correctly. A320 at FL75 when told to stop descent. Standard separation maintained.

Precis :
ATC investigation revealed the trainee controller instructed the A320 to descend to FL70 instead of FL80. Appropriate ATC action taken.

A/C Type :	B757	**Occurrence Number :**	**200704693**
Flight Phase :	Taxi	**Occurrence Date :**	28 May 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Runway Incursion Flight Crew Occurrence	**Location Info :**	

Pretitle :
B757 failed to comply with ATC instructions to hold at A1 and entered R/W07 without a clearance. Pilot apologised for the error.

Precis :

A/C Type :	Piper PA31	**Occurrence Number :**	**200704888**
Flight Phase :	Cruise	**Occurrence Date :**	25 May 2007
Classification :	Occurrences	**Location :**	Shobdon
Events :	Engine Malfunction Engine Shutdown Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
PAN declared with RH engine shut down. Full emergency initiated by ATC. A/c diverted and landed safely.

Precis :
The nature of the engine failure resulted in the engine being removed and sent for repair.

Subsequent inspection of the engine at the overhaul agency confirmed that a number of major assemblies were beyond economical repair. The cause was never clearly identified despite the limited support from the manufacturer.

A/C Type :	Fokker F27 Friendship	**Occurrence Number :**	**200705512**
Flight Phase :	Cruise	**Occurrence Date :**	18 Jun 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Engine/Malfunction Power Loss - First Engine Engine Shutdown Diversion /Return	**Location Info :**	60nm SW Newcastle

Pretitle :
LH engine shut down due to gearbox failure. A/c returned and landed safely.

Precis :

A/C Type :	Saab 2000	**Occurrence Number :**	**200705985**
Flight Phase :	Take Off	**Occurrence Date :**	01 Jun 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
ATC cleared a SB2000 for take off whilst a bird patrol vehicle was carrying out a R/W inspection. SB2000 and vehicle driver both alerted ATC to the error and take off clearance was cancelled.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200706089**
Flight Phase :	Climb	**Occurrence Date :**	03 Jul 2007
Classification :	Occurrences	**Location :**	Humberside
Events :	Pressurisation Failure Emergency Call Emergency Descent Diversion /Return A/c Equipment / System Failure	**Location Info :**	

Pretitle :
PAN declared due to pressurisation problem. A/c diverted to Humberside and landed safely.

Precis :
Pressurisation appeared to function normally during the climb, but at FL100 cabin altitude was observed to climb at approximately 1500ft/min. At FL190, 'Cabin Hi Alt' illuminated with cabin altitude being above 10000ft. QRH actioned. Emergency high speed descent initiated and the aircraft diverted. Engineering investigation found that the baggage bay door seal had split. A new seal was installed and pressurisation checks successfully carried out in accordance with the AMM.

A/C Type :	DHC8	**Occurrence Number :**	**200706586**
Flight Phase :	Initial Climb	**Occurrence Date :**	13 Jul 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Landing Gear Problems	**Location Info :**	

	Contingency A/c Equipment / System Malfunction

Pretitle :
Landing gear failed to retract.

Precis :
Following take-off, on selection of gear up the landing gear failed to retract with 3 greens and 3 reds indicated. A/c levelled at 6000ft and speed kept below 170kts. ECL completed and ATC informed. Two further attempts to retract the gear were unsuccessful. Gear then retracted whilst diversion was being planned. Flight continued uneventfully. Operations notified and a/c met and handed over to engineers on stand. During investigation, NLG electrical harnesses replaced and inductance value check of proximity sensors carried out iaw AMM. Underlying fault confirmed as the steering sensor. The aircraft manufacturer is now supplying a new version of the harness with modification kits being supplied and they are now being introduced by the operator on a product improvement initiative.

A/C Type :	ATR 72	**Occurrence Number :**	**200707221**
Flight Phase :	Descent	**Occurrence Date :**	31 Jul 2007
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	ATC Occurrence Loss of Standard Separation TCAS Report	**Location Info :**	

Pretitle :
Separation lost between a BE200 inbound to Stapleford, transiting Luton's airspace, and an ATR72 inbound to Luton. TCAS and SMF activated.

Precis :
ATC training in progress. Investigation established that the ATR72 was inbound to Luton, descending to 3000ft, heading 180deg for base leg R/W26, while the BE200 was inbound to Stapleford and contacted the frequency descending to 6000ft, heading 075deg. The mentor allowed the trainee to resolve the traffic situation with the BE200 but then decided to intervene, descending it to 3000ft, heading 085deg. The trainee took control again, but the action taken did not ensure separation between the subject aircraft. The mentor tried to resolve the situation but separation was lost. Appropriate ATC personnel action taken..

A/C Type :	DHC8	**Occurrence Number :**	**200707359**
Flight Phase :	Cruise	**Occurrence Date :**	05 Jul 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence ATC Engineering	**Location Info :**	30 NE

Pretitle :
Newcastle transferred DHC8 to Tay Sector inside Danger Area EG D513/D513A (Druridge Bay). Support Information Retrieval System (SIRS) and ATC believed this was active, but it was not.

Precis :
It was also noted that Tay Sector gets strips for all D613A/B/C and D323A/B/C activity, but do not get strips for D513/D513A activity, which is actually inside the Tay Sector. Investigations showed that the Danger Areas were NOTAMed as inactive at 0835hrs. However, this information was not passed to the Tay controller until 0905hrs, 5mins after the DHC8 had called. It was not been possible to ascertain the time that this information was received at Newcastle, but ScACC unit investigations have examined the delay between receiving such information and promulgating it on the SIRS.

A/C Type :	B737	**Occurrence Number :**	**200707507**

Flight Phase :	Parked	**Occurrence Date :**	01 Aug 2007
Classification :	Occurrences	**Location :**	Stansted
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Forward stairs too low for wheelchair passengers and needed to be readjusted. A ramp agent closed the door for the stairs to be removed.

Precis :
Flight crew explained that the door should only be operated by either the crew or engineers.

A/C Type :	A320	**Occurrence Number :**	**200707627**
Flight Phase :	Taxi	**Occurrence Date :**	11 Aug 2007
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Ground (AD) Occurrence	**Location Info :**	

Pretitle :
Automated stand guidance unavailable on arrival Stand 176. A/c waited until marshalled onto stand.

Precis :

A/C Type :	A300	**Occurrence Number :**	**200707671**
Flight Phase :	Descent	**Occurrence Date :**	13 Aug 2007
Classification :	Occurrences	**Location :**	CLX
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
A300 cleared to FL220 against opposite direction traffic. After the two a/c had passed, A300 was observed descending through FL214. When questioned crew thought they were cleared to FL200.

Precis :
Neither a/c reported a TCAS RA. The RT recording has been checked and the A300 read back FL220 on receiving its clearance. Standard separation maintained.

A/C Type :	Military	**Occurrence Number :**	**200707675**
Flight Phase :	Cruise	**Occurrence Date :**	13 Aug 2007
Classification :	Occurrences	**Location :**	Otringham (OTR)
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
Military formation, cleared to FL240, was observed outclimbing an airliner in the vicinity which had been cleared to FL310. Airliner's climb stopped at FL280 and military a/c then cleared to FL310.

Precis :
Traffic info and avoiding action given to airliner. Standard separation maintained.

A/C Type :	EMB 190 Series	**Occurrence Number :**	**200707830**
Flight Phase :	Cruise	**Occurrence Date :**	15 Aug 2007
Classification :	Occurrences	**Location :**	
Events :	Smoke / Fumes (not engine)	**Location Info :**	

Pretitle :
Burning smell in the galley.

Precis :
Towards the top of the climb, a smell, described as being like burnt toast, noted in the forward galley and a far back as row 2. Recirculation fan switched off and after a few minutes the smell dissipated. During subsequent engineering inspection, no fault found. Considered to have been residue of smell caused by a pack failure the previous day.

A/C Type :	Piper PA28	**Occurrence Number :**	**200707937**
Flight Phase :	Cruise	**Occurrence Date :**	16 Aug 2007
Classification :	Occurrences	**Location :**	Southampton (SAM)
Events :	Flight Crew Occurrence Airspace Infringement	**Location Info :**	7SW

Pretitle :
Infringement of the Southampton CTR (Class D) by a PA28 at 1900ft. An EMB195 was broken off approach and departures were stopped. Traffic info given. Standard separation maintained.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200708466**
Flight Phase :	Take Off	**Occurrence Date :**	01 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to LH engine on take-off. A/c diverted to Manchester. Bird remains found in lower intake and on EPR probes and stators, a number of which were dented.

Precis :

A/C Type :	EMB 145	**Occurrence Number :**	**200708472**
Flight Phase :	Cruise	**Occurrence Date :**	03 Sep 2007
Classification :	Occurrences	**Location :**	RIBEL
Events :	ATC Occurrence Loss of Standard Separation	**Location Info :**	

Pretitle :
JS41 climbed to FL170, then cleared for further climb after it had passed an EMB145 at FL180, but with less distance than the prescribed minimum. Standard separation was lost. SMF activated.

Precis :
Investigation established that both a/c were under the control of the MACC N Upper Sector, operated by mentor/trainee, and the mentor did not note the trainee's error. They then turned their attention to other traffic. When the mentor subsequently became aware of the situation, he instructed the trainee to turn the EMB145 away from the JS41, but separation was lost. No avoiding action instructions or traffic info was issued. Appropriate ATC personnel action taken.

A/C Type :	Military	**Occurrence Number :**	**200708792**

Flight Phase :	Cruise	**Occurrence Date :**	06 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Airspace Infringement ATC Occurrence	**Location Info :**	14SE

Pretitle :
Infringement of the Newcastle CTA (Class D) by a military a/c at FL100. A330 on departure stopped climb at FL90. Standard separation maintained.

Precis :
Newcastle coordinated with military ATC for the military jet to avoid CAS but the a/c still entered CAS.

A/C Type :	A320	**Occurrence Number :**	**200708874**
Flight Phase :	Parked	**Occurrence Date :**	06 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Loading Problem	**Location Info :**	

Pretitle :
Handling agent was informed that no bags were to be loaded in rear hold due to an ADD and assured nothing would be. On arrival at Heathrow crew were informed five bags had been loaded in rear hold.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200708882**
Flight Phase :	Initial Climb	**Occurrence Date :**	10 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Landing Gear Problems Diversion /Return	**Location Info :**	

Pretitle :
Landing gear indication warning after take-off. LG failed to retract, remaining locked down. ECL actioned. LG selected down and indications returned to normal. ATC notified and a/c returned.

Precis :
Indication warning appeared as three green lights and three red 'gear not in selected position' lights.

A/C Type :	B757	**Occurrence Number :**	**200710009**
Flight Phase :	Cruise	**Occurrence Date :**	10 Oct 2007
Classification :	Occurrences	**Location :**	En Route
Events :	A/c Structure Failure / Malfunction Diversion /Return A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Flight deck LH nr1 outer window pane shattered preceded by internal arcing. LH fwd window heat switched off. QRH actioned. Company Ops consulted. A/c diverted with precautionary landing carried out.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200710147**
Flight Phase :	Climb	**Occurrence Date :**	13 Oct 2007
Classification :	Occurrences	**Location :**	
Events :	Smoke / Fumes (not engine) Crew Illness / Incapacitation A/c Maintenance	**Location Info :**	

Pretitle :
Smell of oil noted in flight deck on two consecutive sectors. Flight crew reported nose and throat irritation. RH engine oil quantity showed 17 litres at shutdown but was up to 20 litres in cruise.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200710433**
Flight Phase :	Parked	**Occurrence Date :**	22 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 safety card found in B737 seat pocket during pre-flight check. Replaced with B737 card.

Precis :

A/C Type :	Piper PA28	**Occurrence Number :**	**200710508**
Flight Phase :	Taxi	**Occurrence Date :**	20 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
ATC cleared a PA23 to land whilst R/W was occupied by a PA28 awaiting take-off clearance. PA23 instructed to go-around.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200710610**
Flight Phase :	Taxi	**Occurrence Date :**	25 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
During taxi-out checks, a LH restriction was evident on the control wheel at approx 15-20deg. A/c returned to stand and taken out of service. Engineering suspected a fault with the spoiler mixer unit.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200710790**
Flight Phase :	Parked	**Occurrence Date :**	27 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Fuel Flight Crew Occurrence Ramp Incident	**Location Info :**	

Pretitle :
Incorrect/excessive fuel uplift. Flight crew failed to notice that fuel uplift was one tonne over the Computer Flight Plan (CFP) trip fuel on loadsheet.

Precis :
Error occurred as the flight crew placed the expected uplift fuel in at the same time as calculating the uplift in kg and were influenced by what they saw rather than checking the CFP.

A/C Type :	B737	**Occurrence Number :**	**200710969**
Flight Phase :	Taxi	**Occurrence Date :**	07 Nov 2007
Classification :	Occurrences	**Location :**	Stansted
Events :	Flight Crew Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
B737(1) commenced pushback without ATC clearance.

Precis :
B737(1) was given a conditional clearance to pushback once B737(2) had passed behind. B737(2) called ATC holding at the top of the apron while B737(1) commenced pushback without clearance from ATC. B737(2) was told to hold while B737(1) completed the pushback. ATC queried clearance with B737(1) and crew agreed that it was conditional but they thought the a/c had already passed.

A/C Type :	Agusta A109	**Occurrence Number :**	**200711059**
Flight Phase :	Cruise	**Occurrence Date :**	22 Oct 2007
Classification :	Occurrences	**Location :**	Redhill
Events :	A/c Equipment / System Failure Fuel Design	**Location Info :**	

Pretitle :
Pilot reported inability to transfer fuel from RH auxiliary tank. Associated pipe found detached at transfer pump.

Precis :
The reporter notes that this pipe is only glued on.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200711259**
Flight Phase :	Climb	**Occurrence Date :**	06 Nov 2007
Classification :	Occurrences	**Location :**	TILNI
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
Newcastle presented MACC with an outbound JS41 climbing through FL125 for FL150 on a heading that would have resulted in a conflict with an inbound B737 maintaining FL140.

Precis :
Appropriate local ATC action taken.

A/C Type :	Military	**Occurrence Number :**	**200711269**
Flight Phase :	Taxi	**Occurrence Date :**	14 Nov 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Runway Incursion	**Location Info :**	

Pretitle :
Military a/c failed to stop at holding point F as instructed for R/W25 departure and crossed the stopbar, resulting in a R/W incursion. B737 on 1nm final instructed to go-around.

Precis :
Military a/c part of a tandem formation. Both a/c subsequently failed to comply with stream departure instructions and departed in formation.

A/C Type :	A320	**Occurrence Number :**	**200711346**
Flight Phase :	Climb	**Occurrence Date :**	18 Nov 2007
Classification :	Occurrences	**Location :**	En Route
Events :	Undiagnosed Vibration A/c Structure Failure / Malfunction A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Moderate to severe airframe vibration throughout climb and cruise. Vibration appeared worse at rear of a/c, particularly through rear galley floor. Vibration subsided below 300kts.

Precis :
CAA Closure: At various altitude / airspeed combinations, considerable airframe vibration was experienced above FL200 and 300kt IAS. Cabin crew reported vibration worst at rear of aircraft felt through rear galley floor. Subsequent investigation identified oscillating elevator PCA (power control actuator) resulting in replacement of the component an additionally a wing to body fairing due to aft seal detachment.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200711425**
Flight Phase :	Descent	**Occurrence Date :**	20 Nov 2007
Classification :	Occurrences	**Location :**	CHASE Hold
Events :	Loss of Standard Separation Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
Loss of standard separation between JS41(1) and JS41(2) at FL70 when JS41(1) failed to descend to 4000ft when leaving the CHASE hold as instructed.

Precis :
JS41(1) was cleared to descend to 4000ft, but was observed on radar climbing. The pilot later apologised, stating they had set the QNH of 999mb before selecting descent on the autopilot. STCA activated. Traffic info given. SOPs have been reviewed and both training and procedures should prevent recurrence.

A/C Type :	Piper PA38 Tomahawk	**Occurrence Number :**	**200711428**
Flight Phase :	Circuit	**Occurrence Date :**	20 Nov 2007
Classification :	Occurrences	**Location :**	Glasgow (GOW)
Events :	ATC Occurrence Flight Crew Occurrence	**Location Info :**	

Pretitle :
Alleged failure to comply with instruction in visual circuit.

Precis :
PA38 pilot informed of BE20 traffic at 8nm and asked to report visual. PA38 subsequently reported this traffic in sight and was instructed to report final, number two to the BE20, which was correctly acknowledged. On initial contact with ATC, the BE20 was informed of the traffic and that it was to join final approach behind him. When the BE20 was between 2 and 3 mile final, the PA38 was observed to converge with the Beech and begin to turn in front. PA38 confirmed that the traffic was not visual at that time. ATC instructed the PA38 to break off the approach immediately and remain West of the approach track, which was acknowledged. The Beech reported visual with the PA38 as it broke off from the approach. PA38 was then instructed to land immediately. The pilot of PA38 should have informed ATC that he was not visual with the finals traffic. The pilot has subsequently been made aware of alerting ATC if he is not visual with the other traffic.

A/C Type :	A320	**Occurrence Number :**	**200711447**
Flight Phase :	Climb	**Occurrence Date :**	20 Nov 2007
Classification :	Occurrences	**Location :**	En Route
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
A320 advised that it had taken another a/c's climb clearance after allegedly changing frequency too early from Newcastle to MACC.

Precis :
ATC investigation reveals that the A320 complied with Newcastle ATC instructions and did not accept a call for another a/c. The MACC frequency was also checked with nothing unusual recorded.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200711792**
Flight Phase :	Descent	**Occurrence Date :**	28 Nov 2007
Classification :	Occurrences	**Location :**	AMRAL
Events :	Altitude Deviation (ATC)	**Location Info :**	15N

Pretitle :
LACC S5 believed they had descended a JS41 to FL150 however they had descended it to FL140 and then transferred the a/c. On transfer to the next sector FL140 was queried as a/c was expected at FL150.

Precis :
Standard separation maintained.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200712138**
Flight Phase :	Descent	**Occurrence Date :**	10 Dec 2007
Classification :	Occurrences	**Location :**	Bristol International
Events :	Loss of Standard Separation ATC Occurrence	**Location Info :**	8W

Pretitle :
Separation lost between a JS41 and a DHC8, 8nm West of Bristol at 5000ft.

Precis :

A/C Type :	Military	**Occurrence Number :**	**200712264**
Flight Phase :	Cruise	**Occurrence Date :**	10 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Airspace Infringement Flight Crew Occurrence	**Location Info :**	16 NE

Pretitle :
Infringement of the Newcastle CTR (Class D) by a military a/c at FL60, 16nm Northeast of Newcastle. A/c turned East and vacated CAS. Traffic info and avoiding action given to a DHC8. STCA activated.

Precis :
Standard separation maintained.

A/C Type :	EMB 145	**Occurrence Number :**	**200712655**
Flight Phase :	Taxi	**Occurrence Date :**	27 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Uncommanded Control Movement Landing Gear Problems A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Intermittent uncommanded nosewheel steering activation during taxi out. A/c returned to stand.

Precis :
A/c repeatedly pulled to the right for very short periods.
CAA Closure: Investigation found that the cause of this event was caused by water contamination of the steering feedback potentiometer electrical connector. The connector was cleaned and protected and the steering system was functionally tested and operated satisfactorily. Engineering consider this to be an isolated and simple defect that has been rectified using standard practices. There have been no recent previous events of this type and there have been none reported since. There are no outstanding modifications or Service Bulletins issued for this aircraft and system.

A/C Type :	B737	**Occurrence Number :**	**200712785**
Flight Phase :	Taxi	**Occurrence Date :**	19 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Taxiway Incursion Flight Crew Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
B737 commenced pushback without clearance from Stand 2. A320 inbound to Stand 3 queried with ATC and held position at Stand 5. Possible confusion between B737 flight crew and pushback crew.

Precis :
ATC contacted the B737 and the A320 continued onto stand under marshaller instruction due wingtip clearance.

A/C Type :	EMB 190 Series	**Occurrence Number :**	**200800157**
Flight Phase :	Initial Climb	**Occurrence Date :**	08 Jan 2008

Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Windshear / Gusts A/c Equipment / System Malfunction Contingency Adverse Weather	**Location Info :**	

Pretitle :
Windshear caution at 1000ft following take off followed by bleed 1 overpressure caution and bleed 1 'off' advisory. Windshear recovery procedure and QRH actioned satisfactorily.

Precis :
Normal climb continued with left turn to avoid heavy rain on weather radar.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**200800286**
Flight Phase :	Climb	**Occurrence Date :**	11 Jan 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	ATC Engineering ATC Occurrence	**Location Info :**	

Pretitle :
BE200 became airborne with SSR code 5430 set, CLX/STANN/CLH all showed the a/c squawking 7000, but MAN showed correct code with callsign conversion.

Precis :
Due to the radar anomaly MACC checked with London that their mosaic radar could see correct callsign before allowing a/c to continue. After further investigation, it transpired that LACC S3 could see both SSR codes, 5430 correctly converting and 7000 at the same time.

A/C Type :	A320	**Occurrence Number :**	**200800617**
Flight Phase :	Cruise	**Occurrence Date :**	22 Jan 2008
Classification :	Occurrences	**Location :**	
Events :	A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
A/c commenced uncommanded descent with autopilot 2 engaged. Approx 250ft altitude lost before autopilot disconnected and manual recovery effected.

Precis :

A/C Type :	DO 328JET	**Occurrence Number :**	**200800881**
Flight Phase :	Parked	**Occurrence Date :**	28 Jan 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Structure Failure / Malfunction Ground (AD) Occurrence Windshear / Gusts	**Location Info :**	

Pretitle :
Vertical stabiliser and rudder found damaged during post-flight inspection. Rudder damper unserviceable. Damage occurred (pre-flight) while a/c was parked in high winds.

Precis :

A/C Type :	Unknown	**Occurrence Number :**	**200800898**
Flight Phase :	Cruise	**Occurrence Date :**	30 Jan 2008
Classification :	Occurrences	**Location :**	Southampton (SAM)
Events :	Flight Crew Occurrence Airspace Infringement	**Location Info :**	8 SW

Pretitle :
Infringement of the Southampton CTR (Class D) by an unknown a/c. Traffic info and avoiding action given to a JS41. Standard separation maintained.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200801318**
Flight Phase :	Climb	**Occurrence Date :**	07 Feb 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	ATC Occurrence	**Location Info :**	9 SE

Pretitle :
Due to the length of time to achieve coordination between civil and military ATC, an A320 operating in the FIR was given traffic info and avoiding action on two military a/c.

Precis :
Durham Tees Valley notified Leeming of a departing A320 and Leeming notified Durham Tees Valley of an 0425 departure climbing to FL190. Shortly after A320 departed, two a/c with squawk 0424 were seen departing Leeming. Durham Tees Valley called Leeming requesting their intentions. After a few lengthy standbys military instructed their a/c to stop climb. Due to length of time achieving coordination Durham Tees Valley gave traffic info and avoiding action to A320 to resolve a conflict. As Leeming had stopped their a/c's climb, a 1000ft separation was achieved and it was coordinated this would be maintained. Military allege that Durham Tees Valley had been notified of the 0424 departure, but Durham Tees Valley state that no notification had been received.

A/C Type :	Cessna C525 Citationjet	**Occurrence Number :**	**200801639**
Flight Phase :	Descent	**Occurrence Date :**	21 Feb 2008
Classification :	Occurrences	**Location :**	Farnborough
Events :	TCAS Report Airspace Infringement	**Location Info :**	5 E

Pretitle :
C525 inbound to R/W24 receiving a RIS was given traffic info on a PA28. C525 subsequently reported receiving a TCAS RA and requested/given vectors for another approach.

Precis :
As a result of this TCAS RA climb, the a/c climbed into the LTMA.

A/C Type :	B737	**Occurrence Number :**	**200801736**
Flight Phase :	Cruise	**Occurrence Date :**	22 Feb 2008
Classification :	Occurrences	**Location :**	Stansted
Events :	Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Cabin crew member offloaded on arrival due to illness. Replacement crew member operated.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200801891**
Flight Phase :	Take Off	**Occurrence Date :**	14 Feb 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Smoke / Fumes (not engine)	**Location Info :**	

Pretitle :
Smell of "synthetic oil" on flight deck and in cabin from engine start, throughout take-off and initial climb, clearing at about 4000ft. Smell apparent at same stage of both sectors.

Precis :
CAA Closure: Oil contamination removal procedure carried out with external air source. No further reported occurrences.

A/C Type :	EMB 145	**Occurrence Number :**	**200802269**
Flight Phase :	Parked	**Occurrence Date :**	09 Mar 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Security Event Violent / Obstructive Pax Dangerous Goods	**Location Info :**	

Pretitle :
During the a/c turnaround, a firework was found in the pocket of a passenger seat by the cabin cleaning staff. A/c searched. Firework passed to the dispatcher for disposal by the Airport Authorities.

Precis :

A/C Type :	Robinson R44	**Occurrence Number :**	**200802362**
Flight Phase :	Climb	**Occurrence Date :**	25 Feb 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Engine Malfunction Forced Landing	**Location Info :**	

Pretitle :
Power loss/engine failure during climb out. Aircraft entered autorotation and engine out forced landing carried out. No reported damage or injuries.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200802654**
Flight Phase :	Initial Climb	**Occurrence Date :**	17 Mar 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
P1 incapacitated with suspected food poisoning. Control passed to P2 and uneventful landing carried

out.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200802837**
Flight Phase :	Parked	**Occurrence Date :**	25 Mar 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Technical Occurrence	**Location Info :**	

Pretitle :
Seat belt at seat 10D unserviceable due to nut and washer missing from aisle side attachment. Three other aisle seats found with loose seat belt attachments.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200803286**
Flight Phase :	Hover	**Occurrence Date :**	04 Apr 2008
Classification :	Occurrences	**Location :**	Unknown
Events :	A/c Equipment / System Failure	**Location Info :**	

Pretitle :
Master caution and nr2 bus tie open caption during hover. Nr2 generator switched off and aircraft recovered to base. Nr2 electrical master box fault.

Precis :
Nr2 bus tie found permanently open and nr2 electrical master box failed self-test. Nr2 electrical master box (p/n 4502-350-3) replaced and voltage set up carried out. Total aircraft hours 10188, total aircraft/component hours since inspection, 97. Manufacturer advised.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**200803937**
Flight Phase :	Approach	**Occurrence Date :**	04 Apr 2008
Classification :	Occurrences	**Location :**	Farnborough
Events :	Landing Gear Problems Contingency Design	**Location Info :**	

Pretitle :
Nose gear green light extinguished during final approach. Go-around flown, fault identified as loose bulb holder and a/c landed safely.

Precis :
Bulb holder re-secured and tested satisfactorily.

A/C Type :	Hughes 269 / 300	**Occurrence Number :**	**200804259**
Flight Phase :	Cruise	**Occurrence Date :**	30 Apr 2008
Classification :	Occurrences	**Location :**	Pathhead
Events :	Engine Malfunction Engine Shutdown Contingency	**Location Info :**	Nr Dalkeith

Pretitle :

Engine chip light illuminated in flight with engine oil and pressure satisfactory. Precautionary landing in field. Filter contaminated with excessive debris.

Precis :
Mag plugs examined and sample taken. Ground power run carried out with no further indications but chip warning recurred after 0.2 hours of next flight. Aircraft landed and shut down. Filter examined and found contaminated with excessive debris. Engine to be sent for strip examination.

A/C Type :	A319	**Occurrence Number :**	**200804544**
Flight Phase :	Climb	**Occurrence Date :**	11 Apr 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Smoke / Fumes (not engine) APU Fire / Failure Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Smoke and oily fumes in cabin with APU running and left pack selected on ground. Fumes dissipated with APU and pack off but returned in climb and descent with cabin crew feeling unwell.

Precis :
Extensive investigation found no fault. Symptoms could not be reproduced and did not recur.

A/C Type :	B767	**Occurrence Number :**	**200804713**
Flight Phase :	Cruise	**Occurrence Date :**	10 May 2008
Classification :	Occurrences	**Location :**	North Atlantic
Events :	RT Problems A/c Equipment / System Failure Contingency	**Location Info :**	

Pretitle :
Prolonged loss of communications (PLOC). Suspected HF aerial defect.

Precis :
Having passed the Oceanic boundary, a first position report was made to Shanwick on VHF. Primary and secondary HF frequencies were allocated and a request for an HF SELCAL check was made by ATC. Thereafter, no response could be obtained from Shanwick on either HF frequency. Alternative frequencies for Shanwick were obtained and tried without success, as were frequencies for Stockholm and various VOLMETs. Circuit breakers and HF mode selector switches were checked 'OK' and HF receivers were cycled on and off without result. The a/c's tech log recorded work on the HF aerial some days before, and as it was understood that some elements of the aerial system are common to both HF sets, this was presumed to be a possible cause. The loss of communications checklist was actioned and position reports for the remainder of the Oceanic sector were passed by VHF relay. Contact was resumed with Gander ATC on VHF, close to the Oceanic exit point. It had not been practical to conduct a serviceability check of the HF radios prior to dispatch.

A/C Type :	B757	**Occurrence Number :**	**200804799**
Flight Phase :	Ground Handling	**Occurrence Date :**	14 May 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Ramp Incident	**Location Info :**	

Pretitle :
B757 fuselage puncture found near door 2L. Source and origin of damage unknown but believed to have been sustained during ground handling.

Precis :
Under operator investigation.

A/C Type :	DHC8	**Occurrence Number :**	**200804911**
Flight Phase :	Cruise	**Occurrence Date :**	15 May 2008
Classification :	Occurrences	**Location :**	En Route
Events :	A/c Equipment / System Failure Contingency	**Location Info :**	

Pretitle :
Nr2 primary flight display (PFD) failed during cruise. Checklist actions failed to restore display. Info transferred to multi function display (MFD).

Precis :
CAA Closure: Subsequent to the event, a power off recycle was carried out and the MFD performed satisfactorily. There have been no further events concerning the PFD since this reported event and this was considered to be an isolated occurrence. The reporter has no reliability concerns with this item.

A/C Type :	Cessna 404 Titan	**Occurrence Number :**	**200804992**
Flight Phase :	Descent	**Occurrence Date :**	18 May 2008
Classification :	Occurrences	**Location :**	Biggin (BIG)
Events :	Flight Crew Occurrence Loss of Standard Separation	**Location Info :**	6.5 NE

Pretitle :
C404 instructed to expedite descent from 4000ft to 2000ft. ATC then observed that C404 had stopped descent at 2600ft. A/c instructed again to expedite descent. Separation lost with a BAe146.

Precis :
Traffic info given. The C404 levelled at 2600ft for 34 seconds during a period of very high workload for the pilot concerned.

A/C Type :	DHC8	**Occurrence Number :**	**200804997**
Flight Phase :	Initial Climb	**Occurrence Date :**	16 May 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Landing Gear Problems Contingency	**Location Info :**	

Pretitle :
Landing gear failed to retract following take-off with three 'Reds' and three 'Greens' indicated. Checklist actioned. Alternate release door seen to be open, door closed and gear retracted.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200805005**
Flight Phase :	Cruise	**Occurrence Date :**	17 May 2008
Classification :	Occurrences	**Location :**	Goodwood (GWC)
Events :	A/c Equipment / System Failure Diversion /Return	**Location Info :**	

	Contingency		

Pretitle :
Attitude Heading Reference System (AHRS) failure.

Precis :
Nr1 AHRS failed in flight with 'Nr1 Att & Hdg Fail' and 'Elevator Feel' warnings activating. Autopilot failed. Control handed to First Officer, whose instruments were serviceable. ECL actioned and speed reduced. Aircraft diverted due to engineering cover and availability of spare aircraft.

A/C Type :	DHC8	**Occurrence Number :**	**200805226**
Flight Phase :	Approach	**Occurrence Date :**	11 May 2008
Classification :	Occurrences	**Location :**	Exeter
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
DHC8 on final approach to Exeter was targeted by a green laser. Pilot reported the incident to ATC, and subsequently landed without incident.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200805256**
Flight Phase :	Climb	**Occurrence Date :**	25 May 2008
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Wake Turbulence	**Location Info :**	

Pretitle :
As B737 was climbing through FL328 it encountered severe wake turbulence, believed to be caused by an a/c that had previously crossed B737's track at right angles.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200805542**
Flight Phase :	Cruise	**Occurrence Date :**	30 May 2008
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Flight Crew Occurrence ATC Occurrence	**Location Info :**	5nm N

Pretitle :
Incorrect routing due to alleged incorrect FMS programming.

Precis :
When approaching MCT VOR aircraft made an unexpected right turn of approx 160deg. ATC queried right turn and pilot confirmed that as aircraft had been cleared to MCT, whereas flight planned route was RIBEL - CROFT - BARTN, aircraft was turning for CROFT to regain original route. Reporter confirms that once cleared to MCT, the three previous positions should have been removed from FMS routing and navigation would then have continued in anticipated direction. Right turn placed aircraft into WAL sector and then back into NORTH sector (neither of which were expecting it) which reporter comments could have had serious consequences, although no conflict or reduced separation reported.

A/C Type :	ATR 42	**Occurrence Number :**	**200806091**

Flight Phase :	Climb	**Occurrence Date :**	11 Jun 2008
Classification :	Occurrences	**Location :**	Birmingham
Events :	Flight Crew Occurrence Airspace Infringement A/c Equipment / System Malfunction Diversion /Return	**Location Info :**	13 SE

Pretitle :
Infringement of the Birmingham CTA (Class D) by an ATR42 at 2000ft. Traffic info given. Standard separation maintained.

Precis :
The ATR42 failed to follow the radar heading given by Coventry in order for the a/c to remain clear of Birmingham CAS. This was despite calls to take up the heading, re-iterated by the Coventry controllers. Pilot subsequently advised Coventry ATC that the a/c had an unsafe nose wheel indication and requested to do a visual circuit and visual inspection of u/c state by ATC.

A/C Type :	DHC8	**Occurrence Number :**	**200806197**
Flight Phase :	Approach	**Occurrence Date :**	15 Jun 2008
Classification :	Occurrences	**Location :**	Southampton (SAM)
Events :	A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
RH MLG green lamp failed to illuminate when landing gear selected down. Go-around carried out. Gear down confirmed using alternate gear selection panel. Second approach uneventful.

Precis :
Suspect RH MLG green lamp had failed.

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200806512**
Flight Phase :	Cruise	**Occurrence Date :**	18 Jun 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Equipment / System Failure Diversion /Return	**Location Info :**	

Pretitle :
Aircraft returned due to high-pitched noise and Hyd 2 contents/pressure loss. Hydraulic fluid leak from nr2 system pressure switch.

Precis :
Emergency checklist actioned. Uneventful landing with fire services in attendance. Nr2 engine shut down after aircraft vacated runway. Subsequent investigation revealed that hydraulic fluid was leaking from nr2 system pressure switch in rear compartment at pipe connection and union. Pressure switch (p/n 11213AH) changed, and removed item sent for strip report. Hydraulic pump (p/n 57083) also changed as a precaution. Subsequent leak and function checks satisfactory.

A/C Type :	B737	**Occurrence Number :**	**200806574**
Flight Phase :	Climb	**Occurrence Date :**	22 Jun 2008
Classification :	Occurrences	**Location :**	TILNI
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
B737 instructed to turn left heading 180, this heading put the a/c into conflict with a JS41. ATC

stated the a/c was cleared on a heading of 210 climb FL180.

Precis :

A/C Type :	B767	**Occurrence Number :**	**200806715**
Flight Phase :	Parked	**Occurrence Date :**	22 Jun 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction Contingency Manufacture	**Location Info :**	

Pretitle :
Pressurisation fault while on ground.

Precis :
Slight increase in air pressure felt while completing 'Before Taxi Checks' and cabin crew reported that crew and passengers were experiencing discomfort. The outflow valve was indicated closed and cabin descending at approximately 300fpm with altitude mode selector 'Auto 2'. 'Auto 1' selected and 'Auto Inop' warning activated. 'Manual' selected and the outflow valve opened giving a cabin rate of climb of 300fpm. Master caution and EICAS 'Cabin Auto Inop' displayed. QRH actioned. 'Cabin Alt Auto 1' and 'Cabin Alt Auto 2' warnings activated.
CAA Closure: The "CABIN AUTO" messages indicated the cabin pressure controllers were not operating correctly, causing the outflow valve to be closed on the ground with weight on wheels. For dual failure messages to occur it is possible for the standby controller to fault after receiving control from the previously selected cabin pressure controller. It has been found that pre SB 767-21-0166 cabin pressure controllers were fitted on this aircraft. This SB corrects the condition that occurred during this event and rectification was achieved by resetting both cabin pressure controllers. The operator has initiated a programme of replacing all cabin pressure controllers with units that are of SB 767-21-0166 standard.

A/C Type :	B737	**Occurrence Number :**	**200806780**
Flight Phase :	Climb	**Occurrence Date :**	24 Jun 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
'Wing Body Overheat' warning.

Precis :
On an earlier sector, 'Wing Body Overheat' experienced although on the following sector, no warnings activated. On the subject flight, 'LH Wing Body Out' illuminated as the aircraft passed FL360. QRH actioned. When left pack and LH bleed selected off, overheat light extinguished. Aircraft diverted.
CAA Closure: Investigation traced fault to a chaffed wire, WS102-102SR-20.

A/C Type :	B737	**Occurrence Number :**	**200807059**
Flight Phase :	Climb	**Occurrence Date :**	03 Jul 2008
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Flight Crew Occurrence Altitude Deviation Altitude Deviation (ATC)	**Location Info :**	10N

Pretitle :
B737 cleared to FL330 but shortly afterwards, pilot checked in climbing to FL350. Pilot had read back

FL350 which had been missed by ATC. Standard separation maintained.

Precis :

A/C Type :	B767	**Occurrence Number :**	**200807578**
Flight Phase :	Climb	**Occurrence Date :**	15 Jul 2008
Classification :	Occurrences	**Location :**	Daventry (DTY)
Events :	Flight Crew Occurrence ATC Occurrence Altitude Deviation (ATC) Loss of Standard Separation	**Location Info :**	

Pretitle :
B767 came on frequency and reported climbing to FL230 instead of FL220, which was not detected by the controller. Separation was subsequently lost with a B1900. Traffic info and avoiding action given.

Precis :
STCA and SMF activated. Investigation established that the B767 was instructed to climb to FL220 by TC Midlands Sector but the pilot read back FL230, which was not detected by the controller. B767 then transferred to LACC S25/26 and, on first contact, reported climbing to FL230. The controller did not note that the a/c was climbing to the incorrect level and, as the B767 climbed through FL220, separation was lost.
CAA Closure: Appropriate ATC personnel action taken.

A/C Type :	B737	**Occurrence Number :**	**200807618**
Flight Phase :	Take Off	**Occurrence Date :**	14 Jul 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Bird Strike Engine Malfunction	**Location Info :**	

Pretitle :
Birdstrike on take-off. At the top of the climb, nr2 engine indicated higher than normal vibration levels. During next pre-flight inspection, bird remains and damage found to nr2 engine fan blades.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200807684**
Flight Phase :	Climb	**Occurrence Date :**	17 Jul 2008
Classification :	Occurrences	**Location :**	Umbel
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
B737 was given climb to FL270. A/c passing FL269, when ATC observed Mode S showing FL370. ATC stopped a/c at FL280. Standard separation maintained.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200807905**
Flight Phase :	Climb	**Occurrence Date :**	24 Jul 2008

Classification :	Occurrences	**Location :**	GASKO
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
B737 was coordinated to climb to FL130 after departure, but Tower cleared it to climb to FL190. MACC observed B737's Mode S indicating FL190 which was queried. B737 told to stop at FL120 which it did.

Precis :
Tower requested clearance from approach for B737, which was passed including a climb to FL130, which was read back correctly. Tower then passed clearance to B737, but issued FL190, which was read back by B737. Once airborne B737 called Departure, but did not state cleared level. MACC observed Mode S indicating FL190 and, on B737's first transmission to MACC, crew stated climbing to FL190. B737 was told to stop climb immediately at FL120, which it complied with.

A/C Type :	A320	**Occurrence Number :**	**200807956**
Flight Phase :	Climb	**Occurrence Date :**	25 Jul 2008
Classification :	Occurrences	**Location :**	GASKO
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
A320 cleared to climb to FL130 as per the standing agreement which was read back correctly. A/c called ATC climbing to FL150. ATC allowed climb to continue. Standard separation maintained.

Precis :

A/C Type :	Saab 2000	**Occurrence Number :**	**200808759**
Flight Phase :	Descent	**Occurrence Date :**	04 Aug 2008
Classification :	Occurrences	**Location :**	PEPUL
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Potential altitude deviation by a Saab 2000 at FL176. Standard separation maintained.

Precis :
A/c instructed to descend to FL200, which was read back correctly. A/c then given a heading change to 160deg and instructed to change to next frequency. Upon checking in on next frequency, pilot reported descending to FL160 whilst passing FL222. Controller asked pilot to confirm cleared level, to which the pilot confirmed FL160. Controller descended a/c to FL150 whilst a/c was passing FL176. The controller could have levelled the Saab 2000 prior to FL200 but, due to the traffic situation, allowed the descent to continue.

A/C Type :	B737	**Occurrence Number :**	**200808817**
Flight Phase :	Unknown	**Occurrence Date :**	23 Jul 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
Incorrect safety instruction cards loaded in spare safety card packs, seat pockets and demonstration kits.

Precis :
Reporter states that the same occurrence has been identified on three other same company flights.

A/C Type :	Piper PA34 Seneca	**Occurrence Number :**	**200809172**
Flight Phase :	Cruise	**Occurrence Date :**	23 Aug 2008
Classification :	Occurrences	**Location :**	ABBOT
Events :	Airspace Infringement Loss of Standard Separation Flight Crew Occurrence ATC Occurrence	**Location Info :**	

Pretitle :
Unknown a/c at FL90 infringed LTMA (Class A) and lost separation with a B737 also descending to FL90. B737 was given traffic info and avoiding action. Unknown a/c subsequently identified as a PA34.

Precis :
CAIT functioned correctly but was ineffective on this occasion as the TC East controller failed to notice it.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**200809291**
Flight Phase :	Climb	**Occurrence Date :**	23 Aug 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Uncommanded Control Movement Flight Crew Occurrence Emergency Call	**Location Info :**	

Pretitle :
Inadvertent movement of LH engine power lever.

Precis :
After establishing a safe rate of climb, the pilot removed his hand from the power levers to raise the landing gear. As the gear retracted the LH engine power lever moved aft. A PAN was declared but the problem was quickly recognised and full power was restored. The PAN was cancelled and the flight continued without further incident. As a result of this occurrence the reporter is to carry out an Operator Proficiency Check (OPC) and will issue an advisory NOTAC.

A/C Type :	Fokker 100	**Occurrence Number :**	**200809384**
Flight Phase :	Descent	**Occurrence Date :**	28 Jul 2008
Classification :	Occurrences	**Location :**	ENITO
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	5W

Pretitle :
ATC instructed Fokker 100 to descend to FL250 and be level by ENITO. ATC then observed a/c descending below FL250. Pilot reported being cleared to FL230. Standard separation maintained.

Precis :

A/C Type :	Cessna C750 Citation X	**Occurrence Number :**	**200809390**
Flight Phase :	Climb	**Occurrence Date :**	29 Aug 2008
Classification :	Occurrences	**Location :**	Bovingdon (BNN)
Events :	Loss of Standard Separation ATC Occurrence	**Location Info :**	15 N

TCAS Report

Pretitle :
C750 was slow to follow ATC climb instructions and separation was lost with an A321. STCA activated. A321 received and actioned a TCAS RA.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200810018**
Flight Phase :	Take Off	**Occurrence Date :**	11 Sep 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Smoke / Fumes (not engine) Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Chemical type smell in the rear galley.

Precis :
Two members of the cabin crew suspected a "chemical like smell" in the rear galley during take-off. It was believed the smell may have been caused by solvent used with the rear hold panelling, which had been changed prior to flight. Upon landing, the smell was worse and making both crew members feel dizzy and sick. Both crew members were offloaded following the return sector and replacement crew used for the next two sectors.
CAA Closure: Investigation found root cause to be a dirty rear galley floor mat and dirty rear galley floor area. Nitrogen blown through rear galley floor drains and checked for blockages.

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200810022**
Flight Phase :	Descent	**Occurrence Date :**	05 Sep 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	ATC Occurrence	**Location Info :**	40 W

Pretitle :
During handover of two a/c from military to civil ATC, there was confusion as to which was the lead a/c. Also, one of the a/c reported descending to the wrong level.

Precis :
Confusion resolved following handover.

A/C Type :	B757	**Occurrence Number :**	**200810877**
Flight Phase :	Initial Climb	**Occurrence Date :**	05 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Pressurisation Failure Diversion /Return	**Location Info :**	

Pretitle :
Cabin auto pressurisation 1 and 2 failed on take-off. A/c levelled at 3000ft and QRH actioned. Pressurisation could not be controlled properly in manual. A/c returned.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200811033**
Flight Phase :	Approach	**Occurrence Date :**	07 Oct 2008
Classification :	Occurrences	**Location :**	Southampton (SAM)
Events :	Landing Gear Problems A/c Equipment (non-AW) Failure	**Location Info :**	

Pretitle :
RH MLG green down and locked indication did not illuminate on gear down selection. Go-around flown.

Precis :
Emergency checklist actioned and alternate indication checked which confirmed gear was down and safe - confirmation also from cabin crew observation. Uneventful landing carried out with emergency services on standby (training exercise).
CAA Closure: On investigation it was found that both filaments in the lamp assembly were inoperative. The items replaced are not highlighted as a concern in the reliability program.

A/C Type :	A319	**Occurrence Number :**	**200811378**
Flight Phase :	Descent	**Occurrence Date :**	16 Oct 2008
Classification :	Occurrences	**Location :**	Northolt
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	5 E

Pretitle :
At night during approach, A319 at 5000ft was targeted by a laser originating from the ground. Police were alerted to the incident.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200811702**
Flight Phase :	Cruise	**Occurrence Date :**	23 Oct 2008
Classification :	Occurrences	**Location :**	En Route
Events :	Icing Problems Stall Warning	**Location Info :**	

Pretitle :
Severe icing encounter in cruise at FL160.

Precis :
Moderate icing was forecast but severe icing was encountered at FL160 in cloud with SAT -6deg C. Engine and propeller de-icing operated normally but not all ice was shed by de-icing boots and speed began to decrease, triggering a stall warning. Precautionary descent carried out and all ice cleared at FL105.

A/C Type :	B757	**Occurrence Number :**	**200811910**
Flight Phase :	Ground Handling	**Occurrence Date :**	24 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Airstart on nr2 engine aborted upon request of the ground crew due to a member of the ground crew in close proximity to the engine.

Precis :
Flight crew advised the ground crew that nr2 engine would be started first. However, the subject crew

member believed that the nr1 engine was being started first. Airstart required due u/s APU.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200811936**
Flight Phase :	Descent	**Occurrence Date :**	30 Oct 2008
Classification :	Occurrences	**Location :**	Birmingham
Events :	Loss of Standard Separation ATC Occurrence Flight Crew Occurrence RT Problems	**Location Info :**	3 SSE

Pretitle :
Separation lost between an EC135 and a JS41 both inbound to Birmingham. EC135 was visual with JS41 and traffic info, and avoiding action was given to JS41. STCA activated.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200812205**
Flight Phase :	Initial Climb	**Occurrence Date :**	07 Nov 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Late landing gear retraction.

Precis :

A/C Type :	MD 900	**Occurrence Number :**	**200812259**
Flight Phase :	Cruise	**Occurrence Date :**	03 Nov 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Technical Occurrence Diversion /Return	**Location Info :**	5km NW

Pretitle :
Main transmission chip warning illuminated in flight. Checklist actioned and a/c returned.

Precis :
Chip detector inspected and debris within allowable limits removed. System flushed and function checks completed without further indications.

A/C Type :	B737	**Occurrence Number :**	**200812273**
Flight Phase :	Climb	**Occurrence Date :**	27 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Smoke / Fumes (not engine) A/c Equipment (non-AW) Failure	**Location Info :**	

Pretitle :
Thick smoke and burning smell from oven in rear galley. Circuit breaker pulled and smoke eventually dispersed. Oven seal found shrivelled and burnt.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200812353**
Flight Phase :	Descent	**Occurrence Date :**	11 Nov 2008
Classification :	Occurrences	**Location :**	London-Gatwick - LGW
Events :	Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
Rudder trim operating in the opposite direction.

Precis :
After the First Officer commented on a rudder trim problem during descent, it was noted that whilst the trim switch operated normally to the right, it was intermittent to the left at slow speed and the high speed selection gave trim in the opposite direction. Approach continued with minimal rudder trim selections.

A/C Type :	B737	**Occurrence Number :**	**200812476**
Flight Phase :	Cruise	**Occurrence Date :**	14 Nov 2008
Classification :	Occurrences	**Location :**	En Route
Events :	Turbulence Problems Aircraft Occupant Injury / Death - Crew	**Location Info :**	

Pretitle :
Unexpectedly turbulence caused the rear of the aircraft to shake violently. A cabin crew member was thrown against the rear galley, causing minor injury. She was able to continue with her duties.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200812541**
Flight Phase :	Ground Handling	**Occurrence Date :**	17 Nov 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Loading Problem	**Location Info :**	

Pretitle :
Flight deck notified in-flight of incorrect loadsheet. Loadsheet incorrect due 455kg of baggage not loaded into the rear hold. Trim recalculated and FMC figures adjusted accordingly.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200812588**
Flight Phase :	Take Off	**Occurrence Date :**	19 Nov 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction Diversion /Return Emergency Call	**Location Info :**	

Pretitle :
Smoke warning on take-off.

Precis :
Baggage CAP smoke warning activated for approximately five seconds between V1 and V2. Following take-off, the warning activated on two further occasions for approximately five seconds each time, before then remaining on. PAN declared, emergency procedures carried out and a return to the departure airport initiated. The warning extinguished at 500ft on approach prior to landing with emergency services in attendance. The hold was inspected by crew and the fire services with no smoke evidence found. Suspected cause was a mobile telephone.

A/C Type :	B737	**Occurrence Number :**	**200812660**
Flight Phase :	Approach	**Occurrence Date :**	09 Nov 2008
Classification :	Occurrences	**Location :**	Stansted
Events :	GPWS Report Windshear / Gusts	**Location Info :**	

Pretitle :
Windshear warning at 350ft on approach. Go-around flown to uneventful landing.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200812891**
Flight Phase :	Parked	**Occurrence Date :**	18 Nov 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Security Event Flight Crew Occurrence	**Location Info :**	

Pretitle :
A320 crew allege that security searches left them distracted during flight.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200813048**
Flight Phase :	Hold	**Occurrence Date :**	06 Dec 2008
Classification :	Occurrences	**Location :**	Lambourne (LAM)
Events :	Flight Controls Problems / Jammed Emergency Call	**Location Info :**	

Pretitle :
PAN declared due to flap problems. Uneventful landing.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200813050**
Flight Phase :	Initial Climb	**Occurrence Date :**	04 Dec 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Smoke / Fumes (not engine) Icing Problems Emergency Call	**Location Info :**	

Pretitle :
PAN declared due to fumes and misting on flight deck and greyish smoke in rear galley after rotation.

Flight crew donned oxygen masks. Ingestion of de-icing fluid into APU air intake suspected.

Precis :
Smell and misting quickly dissipated following selection of engine bleeds on. Maintrol advised that likely cause of fumes was ingestion of de-icing fluid into air conditioning system. PAN cancelled and flight continued to destination with no recurrence of smoke or smell.

A/C Type :	A321	**Occurrence Number :**	**200813848**
Flight Phase :	Climb	**Occurrence Date :**	20 Jun 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence TCAS Report	**Location Info :**	SE

Pretitle :
As A321 was passing FL80 during cleared climb to FL150 ATC instructed it to left turn onto heading 095deg. At the same time A321 received a TCAS TA followed by RA of descend, which was complied with.

Precis :

PubRel

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These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) system by a member of the SIDD Department

The MOR system records include information reported to the CAA, information obtained from CAA investigations, and deductions by CAA staff based on the available information. The authenticity of the contents or the absence of errors and omissions cannot be guaranteed. Records in this system commenced on 1 January 1976 coincident with the introduction of Mandatory Occurrence Reporting in the UK, but occurrences reported voluntarily are also included, and no distinction is made between them.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of Flight Safety and must not be used for other purposes.

SUBJECT: All occurrences in UK airspace involving Commercial Air Transport aircraft inbound to Newcastle International, Durham Tees Valley or Teesside International airports
PERIOD : 01 Jan 2007 – 31 Dec 2008

A/C Type :	B757	**Occurrence Number :**	**200700004**
Flight Phase :	Cruise	**Occurrence Date :**	02 Jan 2007
Classification :	Occurrences	**Location :**	OMOKO
Events :	ATC Occurrence Flight Crew Occurrence	**Location Info :**	

Pretitle :
Shanwick had approved and displayed B757 at FL370. A/c had given Shanwick two position reports stating FL360, but this error was missed until Shannon advised that B757 was approaching OMOKO at FL360.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200700043**
Flight Phase :	Climb	**Occurrence Date :**	02 Jan 2007
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Smoke / Fumes (not engine) Contingency A/c Equipment / System Failure	**Location Info :**	

Pretitle :

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of Flight Safety and must not be used for other purposes.

Loud noise, vibration and burning smell during climb. Vent skin extract valve/fan malfunction.

Precis :
Whilst waiting for line-up clearance, a loud 'sucking' sound was noted from door 1R. Cabin pressure page showed inlet valve fully open (but amber) and extract valve fully open (but amber). Cabin pressure page reviewed when aircraft cleaned up after take-off and all indications were normal passing approx 9000ft. Loud noise (like blades rubbing against a casing) accompanied by vibration and burning smell evident on flight deck. There were no ECAM warnings or cautions although blower and extract fans were switched to override - burning smell then disappeared. ATC and Maintrol were contacted but crew then elected to continue flight to destination. Avionics Equipment Ventilation Computer (AEVC) system test showed extract fan18 vent skin air outlet - extract fan circuit breaker found tripped and unable to reset. ADD raised and aircraft despatched iaw MEL.

A/C Type :	A319	**Occurrence Number :**	**200700188**
Flight Phase :	Approach	**Occurrence Date :**	09 Jan 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Controls Problems / Jammed Loss of A/c Control	**Location Info :**	

Pretitle :
A/c operating with ADD for aileron servo fault. At 300ft, ECAM displayed 'F/CTL L AIL' caution, with loss of roll control. Approach/landing completed using rudder and spoilers to keep wings level.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200700203**
Flight Phase :	Parked	**Occurrence Date :**	04 Jan 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Maintenance	**Location Info :**	

Pretitle :
Overrun (by one day) of RH MLG support/rib 5 inspection.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200700345**
Flight Phase :	Approach	**Occurrence Date :**	15 Jan 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
A320 cleared in descent to 3500ft. A/c descended to 2500ft and informed by ATC clearance was to 3500ft. Standard separation maintained.

Precis :
Flight crew acknowledge that they may have misinterpreted the altitude clearance.

A/C Type :	DHC8	**Occurrence Number :**	**200700409**
Flight Phase :	Cruise	**Occurrence Date :**	16 Jan 2007
Classification :	Occurrences	**Location :**	En Route
Events :	A/c Structure Failure / Malfunction Diversion /Return	**Location Info :**	

Pretitle :
Rear service door warning in flight. Door checked and handle found to be slightly proud of the locked position. A/c diverted to Manchester. Inadequate lubrication.

Precis :
Checklist actioned following door warning. Ground engineers checked door on arrival and handle found to be stiffer than normal to push into the locked position due to handle spindle binding. Spindle lubricated, no further faults found.

A/C Type :	B737	**Occurrence Number :**	**200700471**
Flight Phase :	Landing	**Occurrence Date :**	07 Jan 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Engine/Malfunction Power Loss - First Engine	**Location Info :**	

Pretitle :
Following landing, on commencing turn to vacate R/W (with reverse thrust still applied) a loud bang was heard by both ATC and AOU. Engine compressor surge suspected.

Precis :
The flight crew initially reported a suspected tyre burst and were instructed to hold position. A/c ground incident instigated, no tyre burst found. Engine compressor surge suspected. Subsequent borescope inspection of nr1 and 2 engines carried out with no damage evident.

A/C Type :	A319	**Occurrence Number :**	**200700995**
Flight Phase :	Approach	**Occurrence Date :**	06 Feb 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Flight Crew Occurrence A/c Technical Occurrence	**Location Info :**	

Pretitle :
Landing gear extended at 260kts. Appropriate inspections carried out with no defect found.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200701116**
Flight Phase :	Take Off	**Occurrence Date :**	08 Feb 2007
Classification :	Occurrences	**Location :**	Stansted
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
On commencing take off roll, thrust was increased to 70%, configuration warning sounded. Thrust levers closed and cause of warning traced to stabiliser trim, which was set to 0deg.

Precis :
Stabiliser trim had been set to 0deg while the a/c was de-iced. Due to numerous distractions the crew subsequently omitted to reset the trim.

A/C Type :	DHC8	**Occurrence Number :**	**200701891**
Flight Phase :	Cruise	**Occurrence Date :**	06 Mar 2007
Classification :	Occurrences	**Location :**	Birmingham
Events :	A/c Equipment / System Malfunction Diversion /Return Contingency	**Location Info :**	

Pretitle :
IAS mismatch. Autopilot/yaw damper disconnected. Aircraft diverted.

Precis :
While flying at approximately 240kts during the cruise, IAS Mismatch caption activated followed, shortly afterwards, by the autopilot disconnecting and the overspeed warning sounding. It was then noted that the First Officer's ASI indicated 280kts. A comparison with the standby ASI showed the Captain's ASI to be the more accurate. Emergency check list consulted. ADC1 selected. Diversion to Birmingham initiated. An uneventful landing followed apart from a continuous sounding of the overspeed warning. Water ingress was found in the nr2 pitot static lines which were cleared and operationally tested. This aircraft had the modified pitot/ static tubing installed (SB34-59) at the 'C' Check dated 05 July 2006. The three pitot/static heads have not yet been replaced and Bombardier is supplying two aircraft sets per month. All of the Q400 fleet will have the modified pitot/ static heads installed by the end of November 2007. Since this ASR, there have been no reports of an IAS Mismatch message or any ADC problems on this aircraft.

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200701938**
Flight Phase :	Cruise	**Occurrence Date :**	06 Mar 2007
Classification :	Occurrences	**Location :**	
Events :	Landing Gear Problems Emergency Call	**Location Info :**	

Pretitle :
Brake pressure warning illuminated in the cruise.

Precis :
RH brake pressure light illuminated approximately 45 minutes into the cruise and remained on until engine shutdown. Anti skid checked / cycled, nr2 brakes were selected and the gear was cycled with both nr1 and nr2 systems with no effect. PAN declared in case LH MLG locked on landing. Systems appeared normal on landing.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200701980**
Flight Phase :	Flight	**Occurrence Date :**	02 Mar 2007
Classification :	Occurrences	**Location :**	KOLAG
Events :	Pressurisation Failure A/c Structure Failure / Malfunction Emergency Descent	**Location Info :**	

Pretitle :
Decompression and emergency descent. DV window fault.

Precis :
It was noted the a/c had suffered excessive cockpit noise below 5000ft the previous day resulting in both DV windows having been coated with a sealant to improve the seal. During departure on the outbound sector, cockpit noise was extremely high and the cabin failed to pressurise until 5000ft when noise levels returned to normal. During descent, the a/c lost pressurisation at approximately 5000ft when cockpit noise again became excessive. On departure during the subject flight, the a/c was again noisy below 5000ft. During the cruise at FL200, due to cabin temperature rising to 26deg, flight crew reduced the temperature selector and increased the flow rate to just over 5. Shortly afterwards, cabin altitude was seen to be increasing rapidly before there was a loud bang and 'Cabin Hi Alt' warning displayed. Both flight crew donned masks and, having communicated with ATC, initiated descent to FL100. The remainder of the flight and landing were uneventful. The fault was traced to blocked pneumatic valve filters. Operator's fleet check highlighted eight other a/c with blocked filters. The maintenance programme is being amended to include an inspection/cleaning task and the Type Certificate Holder has been informed.

A/C Type :	B737	**Occurrence Number :**	**200702007**
Flight Phase :	Taxi	**Occurrence Date :**	08 Mar 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Runway Incursion Flight Crew Occurrence	**Location Info :**	

Pretitle :
B737 failed to follow ATC taxi instructions to hold at C West and crossed unlit stop bar. SMR alarm tripped with an a/c on final for R/W25 at 1.5nm. Landing a/c continued visually in good VMC.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200702061**
Flight Phase :	Hover	**Occurrence Date :**	04 Mar 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Equipment / System Failure Emergency Call Contingency Diversion /Return Adverse Weather	**Location Info :**	

Pretitle :
During outside ground effect hover in heavy rain, nr1 generator disconnected. PAN declared, FRC actioned and a/c recovered to base without further incident.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200702084**
Flight Phase :	Cruise	**Occurrence Date :**	11 Mar 2007
Classification :	Occurrences	**Location :**	Midhurst (MID)
Events :	Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
PAN declared due to passenger medical emergency. A/c diverted to Luton and medical assistance arranged.

Precis :

A/C Type :	Military	**Occurrence Number :**	**200702086**
Flight Phase :	Cruise	**Occurrence Date :**	08 Mar 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Airspace Infringement Loss of Standard Separation Flight Crew Occurrence	**Location Info :**	

Pretitle :
Military jet infringed the Newcastle CTR (Class D) and lost separation with an inbound B737 which was given traffic info and avoiding action.

Precis :
Following a communication failure between the military jet and military ATC, the a/c failed to respond to two calls containing information concerning Newcastle airspace. The military pilot believed that he had remained clear of CAS, but subsequent analysis of the radar replays confirmed otherwise.

A/C Type :	B737	**Occurrence Number :**	**200702671**
Flight Phase :	Descent	**Occurrence Date :**	22 Mar 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Altitude Deviation Altitude Deviation (ATC) ATC Occurrence Flight Crew Occurrence	**Location Info :**	35 SE

Pretitle :
On initial contact on frequency, B737 reported descending to FL100, but had been coordinated at FL110. Standard separation maintained.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200702875**
Flight Phase :	Cruise	**Occurrence Date :**	03 Apr 2007
Classification :	Occurrences	**Location :**	En Route
Events :	Pressurisation Failure A/c Equipment / System Failure Contingency	**Location Info :**	

Pretitle :
Caption warning 'cabin high altitude' received. Cabin altitude gauge indicated 10000ft. Oxygen masks donned and manual pressurisation selected. No change of rate. Descent to 10000ft initiated.

Precis :
An engineering investigation was carried out including inspection of the door and window seals and

system operating valves. A functional and ground pressurisation check i.a.w. the AMM failed to confirm the defect. Closure is recommended based on the operator's closure contained in ASR 1129 and the fact that the aircraft has since operated for more than 350 FH without a recurrence of this defect.

A/C Type :	B737	**Occurrence Number :**	**200703002**
Flight Phase :	Descent	**Occurrence Date :**	06 Apr 2007
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
Callsign confusion between two a/c of the same operator on frequency at the same time. ATC issued a clearance for callsign 6764 which was intended for callsign 6464. Clearance cancelled.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200703099**
Flight Phase :	Taxi	**Occurrence Date :**	06 Apr 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Ramp Incident Flight Crew Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
During A320's parking onto Stand 3 using APIS guidance, A320 stopped approximately 10ft beyond correct stop point.

Precis :
Following this incident, an investigation resulted in several measures being taken. The airbridge operating procedure is to be re-issued to remind all operatives of suitable preparation time for the arrival of an aircraft, airbridge trainers are to be informed of the need to ensure that manual operations are adequately covered in all training courses and manufacturer to be contacted to ascertain if it is possible to adjust Aircraft Positioning and Information System (APIS) units to detect any movement of aircraft after 'stop' is recorded in the log.

A/C Type :	B737	**Occurrence Number :**	**200703213**
Flight Phase :	Cruise	**Occurrence Date :**	08 Apr 2007
Classification :	Occurrences	**Location :**	AVANT
Events :	RT Problems Navigation Error	**Location Info :**	

Pretitle :
Prolonged loss of communications (PLOC). Aircraft allegedly failed to follow flight planned route.

Precis :
Aircraft not in contact with LUS P controller after having been transferred from Hurn controllers onto 132.840. LJAO SUP and D & D advised. LUS T controller attempted to establish contact with aircraft via relays with other company aircraft but to no avail and all other attempts by various agencies were also unsuccessful. Eventually the aircraft crew contacted ground handling at Newcastle and were instructed to contact London as soon as possible, which they did on Lakes 133.860. Aircraft did not follow its flight-planned route from HEMEL to MOGLI but appeared to route HEMEL to POL instead.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200703532**
Flight Phase :	Descent	**Occurrence Date :**	19 Apr 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
No radar handover from ScACC to Newcastle of a JS41 descending from FL220 to FL100.

Precis :
Investigation confirmed that the JS41, inbound to Durham Tees Valley, had been coordinated with Newcastle by the Tay controller, descending to FL100. However, the a/c was transferred to the Newcastle frequency when it was still at FL220, descending, and about to enter the radar overhead. The Newcastle controller had not expected the a/c to be transferred to her in the Upper Air, nor above FL160 in P18 which is the limit of the unit's responsibility. The Newcastle controller telephoned the Tay Sector to discuss the situation, but it was not possible to resolve it at the time. Subsequent to this incident, ScACC have discussed the matter across the unit with regard to transferring traffic to approach units when they are above FL195.

A/C Type :	DHC8	**Occurrence Number :**	**200703706**
Flight Phase :	Cruise	**Occurrence Date :**	27 Apr 2007
Classification :	Occurrences	**Location :**	En Route
Events :	A/c Equipment / System Failure RT Problems	**Location Info :**	

Pretitle :
P1 Automatic Radio Communications Display Unit (ARCDU) failure and consequent loss of efficient comms with P2 and ATC during a busy TMA.

Precis :
During climb, P1 discovered that he was unable to identify navaids enroute through his (nr1) ARCDU and that all volume control was through nr2 ARCDU. Unsuccessful resets attempted on circuit breakers for PA amp and nr1 ARCDU. A few minutes later, it was also noted that P1 was unable to operate PA or call cabin crew through nr1 ARCDU and fail flag was now illuminated on nr1 VHF section on interface page. P1 was still able to hear comms from ATC, all P2 PAs and comms with cabin crew through nr2 ARCDU, although P1 hot mike was now unserviceable. Flight crew therefore had to resort to shouting to each other whilst briefing approach in a fairly busy TMA. Weather conditions also proved difficult to obtain as monitoring ATC and all comms with ATC had to be carried out through nr2 ARCDU during a period of high workload for ATC. Subsequent investigation confirmed ARDCU failure (p/n CDU3933AE04). Unit replaced.

A/C Type :	B757	**Occurrence Number :**	**200703780**
Flight Phase :	Taxi	**Occurrence Date :**	01 May 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Taxiway Incursion Flight Crew Occurrence Poor Visibility	**Location Info :**	

Pretitle :
B737 instructed to go-around due B757 taxiway incursion. B757, instructed to hold at A2 for R/W07 departure, took a wrong turn towards Taxiway B. LVPs in force with IRVR of 500m.

Precis :

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200704241**
Flight Phase :	Cruise	**Occurrence Date :**	12 May 2007
Classification :	Occurrences	**Location :**	Berry Head (BHD)
Events :	ATC Occurrence	**Location Info :**	10 SE

Pretitle :
Falcon 20 allegedly climbed above its coordinated CFP at FL220. Potential conflict with a BAe146 at FL240. Traffic info and avoiding action was given to the BAe146.

Precis :
Investigation attributed the incident to a switching error by the military controller. All actions were carried out to ensure that the Falcon 20 complied with the agreed coordination but, due to the nature of the task, two frequencies were in use and the instruction was passed on the wrong one. However, the controller erroneously believed that he had made the stop climb instruction on the correct frequency and then failed to notice a lack of readback from the Falcon 20. At this time, he was continuing his conversation with S6 Planner resolving and coordinating a complex scenario with multiple a/c at similar levels. The situation was ultimately resolved by both controllers taking effective avoiding action that achieved standard separation.

A/C Type :	Paraglider	**Occurrence Number :**	**200704521**
Flight Phase :	Cruise	**Occurrence Date :**	21 May 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Airspace Infringement	**Location Info :**	12SW

Pretitle :
Infringement of the Newcastle CTA (Class D) by an unknown paraglider at 4500ft, 12nm Southwest of Newcastle. Standard separation maintained.

Precis :

A/C Type :	Fokker 70	**Occurrence Number :**	**200704734**
Flight Phase :	Cruise	**Occurrence Date :**	30 May 2007
Classification :	Occurrences	**Location :**	
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Callsign confusion between same operator flight numbers 965 and 695. Flight number 965 took a call intended for 695.

Precis :
Operator has been alerted.

A/C Type :	Military	**Occurrence Number :**	**200704742**
Flight Phase :	Descent	**Occurrence Date :**	30 May 2007
Classification :	Occurrences	**Location :**	Isle of Man (IOM)
Events :	Flight Crew Occurrence ATC Conflict	**Location Info :**	40 NE

Pretitle :
Conflict between a JS41 and military jet, 40nm Northeast of Isle of Man at FL130.

Precis :
JS41, receiving a RAS climbing to FL150, was given traffic info and to stop climb at FL130 due to a military a/c receiving a RIS descending from FL200. JS41 received and complied with a TCAS RA of descend.

A/C Type :	EMB 145	**Occurrence Number :**	**200705535**
Flight Phase :	Initial Climb	**Occurrence Date :**	13 Jun 2007
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Wake Turbulence	**Location Info :**	

Pretitle :
EMB145 crew reported wake turbulence during take off after an A321. EMB145 rolled 40deg left and right. ATC informed.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200705605**
Flight Phase :	Descent	**Occurrence Date :**	19 Jun 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Aircraft Occupant Injury / Death - Crew	**Location Info :**	

Pretitle :
Cabin crew member sustained a head injury whilst securing the rear galley.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200705726**
Flight Phase :	Parked	**Occurrence Date :**	08 Jun 2007
Classification :	Occurrences	**Location :**	Stansted
Events :	Flight Crew Occurrence A/c Loading Problem	**Location Info :**	

Pretitle :
Adjusted LMC landing weight calculated incorrectly by the Captain on the loadsheet.

Precis :
Landing weight at 55951kg prior to LMC adjustments, which were necessary due to three male passenger 'no shows' at 279kg total weight. Landing weight should have been calculated as 55672kg, but it was entered as 56672kg in error. Error identified during routine flight file audits. ZFW and TOW adjustments calculated correctly.

A/C Type :	B737	**Occurrence Number :**	**200706365**
Flight Phase :	Climb	**Occurrence Date :**	08 Jul 2007

Classification :	Occurrences	**Location :**	Brecon (BCN)
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	10 SE

Pretitle :
B737 instructed to climb to FL90 against FL100 traffic at BCN. Readback was correct. A/c then instructed to climb to FL150, expedite through FL110. At this point, B737 was observed passing FL94.

Precis :
Standard separation maintained.

A/C Type :	B737	**Occurrence Number :**	**200706557**
Flight Phase :	Taxi	**Occurrence Date :**	14 Jul 2007
Classification :	Occurrences	**Location :**	Stansted
Events :	Flight Crew Occurrence Runway Incursion	**Location Info :**	

Pretitle :
B737 was issued with a conditional clearance to line up after landing B757, which was read back correctly. B737 was observed to have crossed the holding point at S1. ATC instructed the a/c to hold.

Precis :
ATC allowed the approaching B757 on short finals to land as the B737 had stopped.

A/C Type :	B737	**Occurrence Number :**	**200706802**
Flight Phase :	Cruise	**Occurrence Date :**	22 Jul 2007
Classification :	Occurrences	**Location :**	ABCAT
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
B737 came into within 1nm of the S29 boundary but was unknown traffic with no phone call received from LACC.

Precis :
MACC procedures are detailed in respect of this traffic and so this incident will be highlighted at the next MACC/LACC interface meeting. Standard separation was maintained throughout.

A/C Type :	B757	**Occurrence Number :**	**200706883**
Flight Phase :	Parked	**Occurrence Date :**	23 Jul 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Landing Gear Problems Contingency Smoke / Fumes (not engine)	**Location Info :**	

Pretitle :
Smoke observed from LH brake unit following arrival. Fire services attended.

Precis :
Reporter notes a brand new brake unit had previously been fitted. Subsequent investigation concluded that the smoke was most probably due to a contaminant on the brake unit. The crew were aware that a brake unit had been changed.

A/C Type :	Saab 2000	**Occurrence Number :**	**200706921**
Flight Phase :	Parked	**Occurrence Date :**	24 Jul 2007
Classification :	Occurrences	**Location :**	Southampton (SAM)
Events :	A/c Equipment / System Failure Smoke / Fumes (not engine) Emergency / Precautionary Evacuation	**Location Info :**	

Pretitle :
Smoke in cabin during engine start. Engines shut down. Precautionary evacuation. Fire services attended. Light ballast unit failed.

Precis :
Ballast resistor unit failed at row 16A with smoke and a strong burning smell evident. ADD raised ballast unit removed and all wiring secured to allow operation for one day.

A/C Type :	B737	**Occurrence Number :**	**200707147**
Flight Phase :	Cruise	**Occurrence Date :**	27 Jul 2007
Classification :	Occurrences	**Location :**	En Route
Events :	Turbulence Problems Emergency Call Loss of A/c Control Altitude Deviation	**Location Info :**	

Pretitle :
Severe turbulence.

Precis :
Aircraft in smooth conditions at FL280 when nose pitched up significantly and the aircraft rolled left approximately 20deg while shaking violently. Autopilot disconnected and an immediate manual descent initiated with wings level. PAN declared. Autopilot re-engaged at FL265. PAN then cancelled and the flight continued uneventfully. ATC confirmed no heavy aircraft were in the vicinity at the time. Both the Captain and First Officer considered no engineering assistance required.

A/C Type :	B757	**Occurrence Number :**	**200707519**
Flight Phase :	Cruise	**Occurrence Date :**	09 Aug 2007
Classification :	Occurrences	**Location :**	Brecon (BCN)
Events :	ATC Occurrence RT Problems	**Location Info :**	

Pretitle :
Prolonged loss of communications (PLOC).

Precis :
Brest control failed to hand a/c over to London. Contact was lost for 10-15 minutes until crew realised the omission and made contact.

A/C Type :	B737	**Occurrence Number :**	**200707875**

Flight Phase :	Parked	**Occurrence Date :**	15 Aug 2007
Classification :	Occurrences	**Location :**	Belfast (BEL)
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Door opened without warning.

Precis :
During preparations for departure, it was noticed that the rear LH door was not properly closed. The flight crew were informed and a set of steps re-positioned at the door. As a ramp employee climbed the steps and approached the door, it was opened suddenly and without warning from inside.

A/C Type :	A321	**Occurrence Number :**	**200707977**
Flight Phase :	Descent	**Occurrence Date :**	19 Aug 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction Contingency Diversion /Return	**Location Info :**	

Pretitle :
Aircraft experienced suspect ILS indications on approach. Two missed approaches carried out, then aircraft diverted and landed safely.

Precis :
Whilst inbound for ILS R/W07 with LVPs in force, a/c reported suspect (possibly opposite) ILS indications. A/c broken off approach and positioned by radar for second approach, during which a/c started descending without clearance and with no confirmation of being established on localiser. A/c sent around and subsequently diverted to Edinburgh. No other a/c were similarly affected and Newcastle ILS was confirmed as being serviceable.
CAA Closure: Operator has spoken to the crew involved in this incident. Captain confirmed that issues were experienced with the ILS indication and also advised that the subsequent approach to Newcastle (2 1/2 hours later following the diversion) was normal.

A/C Type :	Military	**Occurrence Number :**	**200708105**
Flight Phase :	Descent	**Occurrence Date :**	23 Aug 2007
Classification :	Occurrences	**Location :**	Unknown
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
Alleged uncoordinated descent of a military a/c by LACC into S29 MACC airspace. Standard separation maintained.

Precis :

A/C Type :	Piper PA30 Twin Comanche	**Occurrence Number :**	**200708127**
Flight Phase :	Cruise	**Occurrence Date :**	22 Aug 2007
Classification :	Occurrences	**Location :**	Cardiff (CDF)
Events :	Flight Crew Occurrence Airspace Infringement	**Location Info :**	17 N

Pretitle :
Infringement of the Cardiff CTA (Class D) by a PA30 at 4800ft squawking 7000. Traffic info and avoiding action given to a JS41. Standard separation maintained.

Precis :
Pilot contacted Cardiff ATC after the event and apologised, citing the fact that he had failed to make an allowance for the strong Northerly wind, which made the a/c track further to the South than he had anticipated. The pilot readily admitted his error and stated that he had learned valuable lessons as a result.

A/C Type :	B757	**Occurrence Number :**	**200708240**
Flight Phase :	Parked	**Occurrence Date :**	26 Aug 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Ramp Incident A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Door 1R opened on stand whilst still armed and escape slide bustle fell from stowage onto catering truck gantry without inflating.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200708542**
Flight Phase :	Landing	**Occurrence Date :**	03 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Stall Warning Flight Crew Occurrence	**Location Info :**	

Pretitle :
Stick shaker activation during final stages of approach due to 'increased ref' speed switch being 'ON'.

Precis :
A/c on a radar vectored NDB/DME approach to 07 NCL. Following flight in icing conditions, a/c exited cloud at approx 2500ft. During the final stages of approach (landing checklist) at approx 1200ft in non-icing conditions the stick shaker activated, a stall was called and incipient stall recovery action taken. Altitude maintained. Captain then realised that the increased ref switch was 'On'. Switched moved to 'Off' and approach continued uneventfully.

A/C Type :	EMB 145	**Occurrence Number :**	**200708672**
Flight Phase :	Landing	**Occurrence Date :**	31 Aug 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
A/c resistant to yaw input during final approach. On applying further pressure to rudder something was felt to give. 'Rudder Sys 1-2 Inop' EICAS message displayed during landing roll.

Precis :
CAA Closure: Engineering staff conducted extensive fault finding iaw the AMM with no defects noted.

AMM decision tree classified failure as 'transitory condition of the rudder electrical circuit'. A review of the operator's Reliability database could find no previous history of this type of failure. The aircraft was returned to service with no further occurrences of this type reported on the fleet.

A/C Type :	B757	**Occurrence Number :**	**200708774**
Flight Phase :	Taxi	**Occurrence Date :**	04 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Landing Gear Problems	**Location Info :**	

Pretitle :
During taxi-in, following two normal right turns, control wheel (tiller) jammed on attempting left turn. A/c towed onto stand.

Precis :
The restriction was caused by a loose nut on the tiller. Investigated by engineers carrying out system tests / general rigging checks iaw AMM. Unable to reproduce defect and there have also been no further reports.

A/C Type :	Piper PA28	**Occurrence Number :**	**200708791**
Flight Phase :	Descent	**Occurrence Date :**	06 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Airspace Infringement	**Location Info :**	20 SW

Pretitle :
Infringement of the Newcastle CTA (Class D) by a PA28 at FL55. An inbound A320 was given vectoring and delayed descent to avoid PA28. PA28 advised of traffic. Standard separation maintained.

Precis :
Appropriate advice passed to pilot by ATC.

A/C Type :	B757	**Occurrence Number :**	**200709022**
Flight Phase :	Parked	**Occurrence Date :**	14 Sep 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
EICAS message 'OVBO EX VAL OPEN' received on engine shutdown. E/E bay smoke light illuminated. Passengers disembarked. RFFS attended. Engineer inspection revealed no smoke evident from the E/E bay.

Precis :
All bays and holds checked with no evidence of smoke. EICAS procedures and FIM actioned. Smoke detectors satisfactory. Maintrol informed.

A/C Type :	Unknown	**Occurrence Number :**	**200709433**
Flight Phase :	Cruise	**Occurrence Date :**	25 Sep 2007
Classification :	Occurrences	**Location :**	Southampton (SAM)
Events :	Airspace Infringement	**Location Info :**	

	Flight Crew Occurrence

Pretitle :
Infringement of Solent CTA (Class D) by an unknown a/c at 3500ft. A departing Saab 2000 was issued with a climb and given turn on a Northerly heading.

Precis :
Subsequently it was discovered that the unknown aircraft was working Farnborough and was intending to join the CTA at Compton.

A/C Type :	Piper PA28	**Occurrence Number :**	**200709505**
Flight Phase :	Flight	**Occurrence Date :**	28 Sep 2007
Classification :	Occurrences	**Location :**	Winchester
Events :	Flight Crew Occurrence Airspace Infringement	**Location Info :**	

Pretitle :
Infringement of the Southampton CTR (Class D) by a PA28 at 1300ft. Traffic info given. Standard separation maintained.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200709508**
Flight Phase :	Descent	**Occurrence Date :**	29 Sep 2007
Classification :	Occurrences	**Location :**	NOKIN
Events :	ATC Occurrence Loss of Standard Separation	**Location Info :**	10 NE

Pretitle :
When B767 at FL280 was abeam BAe146 at FL270, ATC cleared B767 to descend to FL260. Radar heading of B767 did not ensure it passed 5nm behind BAe146 and separation was lost. SMF activated.

Precis :
Appropriate local action taken.

A/C Type :	EMB 145	**Occurrence Number :**	**200709603**
Flight Phase :	Flight	**Occurrence Date :**	27 Sep 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Overweight landing following load sheet error.

Precis :
After pulling onto the stand, it was realised that the maximum landing weight of the aircraft may have been exceeded by up to 350kgs. The loadsheet showed a trip burn of 1859kgs while the actual figure on the navigation log was 937kgs, leading to an incorrect landing weight being calculated and recorded.

A/C Type :	B737	**Occurrence Number :**	**200709715**
Flight Phase :	Cruise	**Occurrence Date :**	03 Oct 2007
Classification :	Occurrences	**Location :**	LIBSO
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
B737 was transferred from LACC heading 285deg. At LIBSO, B737 turned towards Newcastle without ATC instruction. Traffic info given. Standard separation maintained.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200710030**
Flight Phase :	Parked	**Occurrence Date :**	02 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Smoke / Fumes (not engine) Landing Gear Problems Ramp Incident Contingency	**Location Info :**	

Pretitle :
After a/c arrived on stand smoke was observed coming from a rear tyre. Fire service deployed and discovered a small amount of oil had leaked onto warm brakes.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200710451**
Flight Phase :	Cruise	**Occurrence Date :**	23 Oct 2007
Classification :	Occurrences	**Location :**	KARNO/MONTY
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
ATC noticed that a B737 which had been cleared to descend from FL360 to FL280 had not initiated descent and would not comply with its restriction. ATC cancelled B737's clearance due to A319 at FL350.

Precis :
ATC cleared B737 to descend to FL280 level 25nm before NOKIN. A few minutes later ATC noticed B737 was still maintaining FL360 and asked whether it would make FL280 25nm before NOKIN which pilot affirmed it would. Pilot then queried if clearance was level NOKIN not 25nm before. ATC observed an A319 at FL350 approaching MONTY from the Northwest and asked sector controlling A319 if it was maintaining FL350, which it was, ATC instructed B737 to maintain FL360 due to A319 at FL350. B737's Mode C indicated FL358 before returning to FL360. At this point the a/c were 12-15nm apart.

A/C Type :	Piper PA28	**Occurrence Number :**	**200710508**
Flight Phase :	Taxi	**Occurrence Date :**	20 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
ATC cleared a PA23 to land whilst R/W was occupied by a PA28 awaiting take-off clearance. PA23 instructed to go-around.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200710587**
Flight Phase :	Climb	**Occurrence Date :**	26 Oct 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	RT Problems ATC Occurrence	**Location Info :**	

Pretitle :
Callsign confusion to ATC between same operator flight numbers 9602 and 602.

Precis :

A/C Type :	MD 900	**Occurrence Number :**	**200710698**
Flight Phase :	Landing	**Occurrence Date :**	28 Oct 2007
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Detached A/c Part Landing Gear Problems	**Location Info :**	

Pretitle :
RH damper discovered separated from main skid.

Precis :
Manufacturer informed.

A/C Type :	B757	**Occurrence Number :**	**200710765**
Flight Phase :	Descent	**Occurrence Date :**	20 Oct 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	7.5 SE

Pretitle :
B757 being vectored for an ILS approach to R/W25 at night, reported that the flight deck had been illuminated by a bright green laser light, which was very disorientating for the flight crew.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200710972**
Flight Phase :	Climb	**Occurrence Date :**	06 Nov 2007
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Undiagnosed Vibration	**Location Info :**	

Pretitle :
Moderate airframe vibration during climb. Recurring defect.

Precis :
During climb from FL200-FL280 at 300-320kts moderate vibration felt on flight deck, rear cabin and over wing floor. Speed reduced to 280kts and vibration ceased. Engineering inspection carried out with no obvious cause of vibration found. Possible cause considered to be a 12inch piece of speed tape found hanging loose at aft sort wing body (replaced).

A/C Type :	B737	**Occurrence Number :**	**200711161**
Flight Phase :	Descent	**Occurrence Date :**	06 Nov 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence	**Location Info :**	35 W

Pretitle :
A B737 was transferred from ScACC to Newcastle passing FL130 descending to FL90 and in conflict with opposite direction Spadeadam traffic at FL123. Traffic info and avoiding action given.

Precis :
The B737 was inbound to Newcastle from Belfast. It was in communication with ScACC and maintaining FL130. Coordination was effected with Newcastle, who agreed to accept the aircraft at FL90 and passed a Newcastle squawk. The crew were instructed to descend at their discretion and report leaving FL130. A reminder was passed to the crew and they changed squawk when they were just to the North of Carlisle. At the time a fast moving track, heading North at FL124, crossed from right to left through the 12 o'clock position of the B737 at 14.4nm. The B737 was transferred to Newcastle as it was about to leave CAS but the high speed traffic, which was displaying a Spadeadam squawk, turned to the left and started to approach the B737 from the North. The Newcastle controller attempted to coordinate with Spadeadam but, as the high speed traffic began to close on the B737, the Newcastle controller opted to pass avoiding action, even though his aircraft was under a RIS. Separation reduced to 3.7nm and 900 feet. No coordination was effected between ScACC and Spadeadam prior to the B737 being transferred as the ScACC controller judged that there was no conflict. However, the traffic turned left from a Northerly heading to a Westerly one and so closed on the B737. This occurred soon after the B737 had been instructed to contact Newcastle. CAA Closure: ScACC are raising controllers' awareness of the potential for traffic displaying Spadeadam squawks to manoeuvre and conflict with their traffic and that an early telephone coordination might be prudent.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200711259**
Flight Phase :	Climb	**Occurrence Date :**	06 Nov 2007
Classification :	Occurrences	**Location :**	TILNI
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
Newcastle presented MACC with an outbound JS41 climbing through FL125 for FL150 on a heading that would have resulted in a conflict with an inbound B737 maintaining FL140.

Precis :
Appropriate local ATC action taken.

A/C Type :	Military	**Occurrence Number :**	**200711269**
Flight Phase :	Taxi	**Occurrence Date :**	14 Nov 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)

Events :	Flight Crew Occurrence Runway Incursion	**Location Info :**	

Pretitle :
Military a/c failed to stop at holding point F as instructed for R/W25 departure and crossed the stopbar, resulting in a R/W incursion. B737 on 1nm final instructed to go-around.

Precis :
Military a/c part of a tandem formation. Both a/c subsequently failed to comply with stream departure instructions and departed in formation.

A/C Type :	B757	**Occurrence Number :**	**200711413**
Flight Phase :	Take Off	**Occurrence Date :**	20 Nov 2007
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	Flight Controls Problems / Jammed Rejected Take-Off	**Location Info :**	

Pretitle :
Take-off rejected at low speed due to configuration warning accompanied by EICAS 'Spoilers' caption. A/c was on a positioning flight following maintenance.

Precis :

A/C Type :	Fokker F27 Friendship	**Occurrence Number :**	**200711869**
Flight Phase :	Approach	**Occurrence Date :**	01 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Engine/Malfunction Power Loss - First Engine Engine Shutdown Contingency	**Location Info :**	

Pretitle :
Aircraft reported shutting down one engine while on short finals. Airport full emergency declared. Landed safely. Pilot subsequently reported engine shut down due to low oil warning.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200711955**
Flight Phase :	Approach	**Occurrence Date :**	05 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Turbulence Problems Windshear / Gusts GPWS Report Loss of A/c Control Contingency	**Location Info :**	

Pretitle :
During turbulent approach, strong gust caused momentary flap overspeed followed by sink into three reds and GPWS 'Glideslope' warning. Go-around flown.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200711956**
Flight Phase :	Approach	**Occurrence Date :**	05 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 on final approach to Newcastle was targeted by a high powered green laser which was aimed at the flight deck window. This happened on three occasions.

Precis :

A/C Type :	BAE146	**Occurrence Number :**	**200711980**
Flight Phase :	Descent	**Occurrence Date :**	06 Dec 2007
Classification :	Occurrences	**Location :**	TILNI
Events :	Flight Crew Occurrence Altitude Deviation A/c Equipment / System Malfunction	**Location Info :**	5 S

Pretitle :
BAe146 cleared to descend to FL140. ATC then observed BAe146 passing FL130 in descent. ATC queried level with crew of BAe146 who replied FL140. Standard separation maintained.

Precis :
The crew debriefed the incident on landing and concluded that they both missed the fact that there was a non selection or loss of ALT arm resulting in the incident. Both pilots have been debriefed on this clear failure to follow SOPs.

A/C Type :	A319	**Occurrence Number :**	**200712243**
Flight Phase :	Cruise	**Occurrence Date :**	13 Dec 2007
Classification :	Occurrences	**Location :**	BETAX
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
MACC's interpretation of procedures involving traffic routeing near BETAX was different to that of LACC. Reporter is concerned that there could be further misunderstanding between the two units.

Precis :

A/C Type :	CL600RJ Regional Jet	**Occurrence Number :**	**200712263**
Flight Phase :	Descent	**Occurrence Date :**	05 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence Runway Incursion	**Location Info :**	

Pretitle :
ATC cleared in error, a CRJ to land whilst R/W was still occupied by a vehicle carrying out a R/W inspection. CRJ was at 4.5nm and there was time to resolve the error.

Precis :

A/C Type :	SA355 Ecureuil Twin	**Occurrence Number :**	**200712283**
Flight Phase :	Parked	**Occurrence Date :**	05 Dec 2007
Classification :	Occurrences	**Location :**	Peterlee
Events :	Engine Fire / Overheat / Smoke	**Location Info :**	

Pretitle :
Nr1 engine fire warning on engine shut down.

Precis :
Emergency checklist actioned, first fire extinguisher discharged into engine compartment and fire warning light extinguished. Inspection of engine compartment revealed no signs of fire. Engineering/Operations advised and aircraft flew back to base for fire bottle replacement.

A/C Type :	B737	**Occurrence Number :**	**200712673**
Flight Phase :	Cruise	**Occurrence Date :**	20 Dec 2007
Classification :	Occurrences	**Location :**	SAPCO
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
TC asked MACC if they could accept two a/c that S28 had refused. MACC accepted the a/c, but ATC workload increased.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200712785**
Flight Phase :	Taxi	**Occurrence Date :**	19 Dec 2007
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Taxiway Incursion Flight Crew Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
B737 commenced pushback without clearance from Stand 2. A320 inbound to Stand 3 queried with ATC and held position at Stand 5. Possible confusion between B737 flight crew and pushback crew.

Precis :
ATC contacted the B737 and the A320 continued onto stand under marshaller instruction due wingtip clearance.

A/C Type :	B737	**Occurrence Number :**	**200712861**
Flight Phase :	Cruise	**Occurrence Date :**	29 Dec 2007
Classification :	Occurrences	**Location :**	Daventry (DTY)

Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Two B737s with fltnums 788N and 782N same operator, were on frequency together and confusing their callsigns.

Precis :
The operator has now removed flight 788N from their schedules.

A/C Type :	Piper PA31T	**Occurrence Number :**	**200800467**
Flight Phase :	Descent	**Occurrence Date :**	15 Jan 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence Loss of Standard Separation	**Location Info :**	6 W

Pretitle :
Loss of separation between a military a/c and a PA31T on approach to R/W07. PA31T was observed to be catching the military a/c ahead. Traffic info and avoiding action given. STCA activated.

Precis :
Mentor controller observed the PA31T catching the military a/c, and instructed the U/T to break off the PA31T, however, the U/T erroneously turned the military a/c. Mentor allowed the situation to continue so not to confuse the situation further. Appropriate local ATC action has been taken as a result of this incident.

A/C Type :	CL600 RJ700	**Occurrence Number :**	**200800568**
Flight Phase :	Descent	**Occurrence Date :**	22 Jan 2008
Classification :	Occurrences	**Location :**	Halif
Events :	Flight Crew Occurrence Altitude Deviation Altitude Deviation (ATC) ATC Occurrence	**Location Info :**	

Pretitle :
ATC observed CRJ700 levelling at FL200, the standing agreement from MACC East is FL220. ATC continued descent as there was no conflicting traffic.

Precis :
RT recording confirms that pilot checked in descending to FL200 which ATC missed although previous sector had only cleared a/c to FL220. Standard separation maintained.

A/C Type :	B737	**Occurrence Number :**	**200800713**
Flight Phase :	Approach	**Occurrence Date :**	25 Jan 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Loss of A/c Control Turbulence Problems	**Location Info :**	

Pretitle :
Transient flap30 exceedance of 9kts and loss of airspeed to Vref -1 (from Vref +20) during turbulent approach. A/c landed without further incident. Ground engineer inspection found no defects.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200801042**
Flight Phase :	Approach	**Occurrence Date :**	31 Jan 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Windshear / Gusts Turbulence Problems	**Location Info :**	

Pretitle :
Severe turbulence/windshear on approach led to possible flap 30 overspeed.

Precis :
During approach airspeed fluctuated by -25kts and 1200 AGL, +25kts and 850ft. Due to the high workload, the airspeed crept towards flap 30 limit speed of 165kts. Precautionary flap check carried out as unsure whether this speed was exceeded. The pilot states that this was the worst turbulence and windshear he had experienced. On intercepting guide and 2000ft the autopilot rolled the a/c to 20 degrees AOB and pitch rose towards 10 degrees. Manual approach flown.

A/C Type :	EMB 145	**Occurrence Number :**	**200801204**
Flight Phase :	Descent	**Occurrence Date :**	26 Jan 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Smoke / Fumes (not engine) Emergency Call	**Location Info :**	

Pretitle :
PAN declared due to burning smell on flight deck. A/c landed safely.

Precis :

A/C Type :	Fokker 70	**Occurrence Number :**	**200801206**
Flight Phase :	Approach	**Occurrence Date :**	04 Feb 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	7 E

Pretitle :
FK70 on base leg R/W23 (7.3nm) reported a green laser beam directed at the a/c from the ground. Police authority notified.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200801648**
Flight Phase :	Approach	**Occurrence Date :**	21 Feb 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Windshear / Gusts	**Location Info :**	

Pretitle :
Gust of wind at approx 1000ft caused momentary speed increase to approx 5kt inside VMO bar. Thrust reduced and pitch increased.

Precis :

A/C Type :	EMB 145	**Occurrence Number :**	**200801771**
Flight Phase :	Landing	**Occurrence Date :**	13 Feb 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Smoke / Fumes (not engine) Contingency A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
On landing, crew reported smoke/fumes on flight deck. Full emergency initiated and fire service deployed. Heat detected in rear toilet but no fire apparent.

Precis :
CAA Closure: Subsequent to investigations, toilet smoke detector p/n FDS765A-2 was replaced. No further reports.

A/C Type :	B737	**Occurrence Number :**	**200801791**
Flight Phase :	Approach	**Occurrence Date :**	22 Feb 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	7.3 E

Pretitle :
B737 reported being targeted by a green laser on approach. Police notified.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200801795**
Flight Phase :	Approach	**Occurrence Date :**	23 Feb 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Controls Problems / Jammed A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Pitch jam on final approach.

Precis :
As an upward pitch correction was applied in final approach, no response or control movement occurred. Pressure increased but the pitch appeared to be jammed. Full possible pull pressure applied at normal flare resulting in a small pitch up and a firm, not excessive, landing. Stabilisers subsequently inspected which revealed the trim to be missing on both sides. Troubleshooting did not

reveal any faults with the aircraft or pitch control system. Horizontal stabiliser inspected for full and free movement. The electronic E&E bay and forward nose compartment area inspected for free cable movement. In addition, elevator and stabiliser seals inspected with no defects found. Further inspections found the control column forces to be within limits iaw AMM. As a precaution, the pitch feel computer was replaced. No further occurrences reported.
CAA Closure: No further CAA action required at this time.

A/C Type :	B737	**Occurrence Number :**	**200801804**
Flight Phase :	Approach	**Occurrence Date :**	22 Feb 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Windshear / Gusts Contingency	**Location Info :**	

Pretitle :
Flap 30 overspeed during windshear go-around in gusting conditions.

Precis :
Tech Log entry raised.

A/C Type :	A320	**Occurrence Number :**	**200802687**
Flight Phase :	Descent	**Occurrence Date :**	24 Mar 2008
Classification :	Occurrences	**Location :**	HALIF
Events :	Flight Crew Occurrence	**Location Info :**	10 S

Pretitle :
A319 cleared to descend FL200 against B737 cleared to climb FL190 on opposite track. A319 Mode S Selected Flight Level (SFL) observed at FL190. Pilot instructed to stop descent at FL200.

Precis :
Standard separation maintained. Review of the RT recordings established that the A319 was cleared to FL200 and read back correctly.

A/C Type :	B737	**Occurrence Number :**	**200802968**
Flight Phase :	Approach	**Occurrence Date :**	21 Feb 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Controls Problems / Jammed Windshear / Gusts	**Location Info :**	

Pretitle :
Flap overspeed of 9kts during strong gusty conditions.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200803252**
Flight Phase :	Descent	**Occurrence Date :**	06 Apr 2008
Classification :	Occurrences	**Location :**	TILNI
Events :	Flight Controls Problems / Jammed Emergency Call	**Location Info :**	

	Diversion /Return A/c Equipment / System Malfunction

Pretitle :
Go-around flown due to flap problem. PAN declared and a/c diverted.

Precis :
CAA Closure: Troubleshooting performed iaw FIM and found that the LH position transmitter T427 had contamination at the cannon plug. The plug was cleaned and refitted. FSEU BITE test carried out and flaps cycled several times without fault. Service Letter 737-SL-24-171-B has been released addressing the cleaning of connectors of both position transmitters and the six skew sensors. The SL has been assessed by the maintenance organisation who will propose embodiment across the operator's fleet.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200803286**
Flight Phase :	Hover	**Occurrence Date :**	04 Apr 2008
Classification :	Occurrences	**Location :**	Unknown
Events :	A/c Equipment / System Failure	**Location Info :**	

Pretitle :
Master caution and nr2 bus tie open caption during hover. Nr2 generator switched off and aircraft recovered to base. Nr2 electrical master box fault.

Precis :
Nr2 bus tie found permanently open and nr2 electrical master box failed self-test. Nr2 electrical master box (p/n 4502-350-3) replaced and voltage set up carried out. Total aircraft hours 10188, total aircraft/component hours since inspection, 97. Manufacturer advised.

A/C Type :	DHC8	**Occurrence Number :**	**200803513**
Flight Phase :	Cruise	**Occurrence Date :**	10 Apr 2008
Classification :	Occurrences	**Location :**	Polehill (POL)
Events :	Aircraft Occupant Injury / Death - Crew Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Cabin crew injury. Removed from duties.

Precis :
Member of cabin crew sustained head injury following impact with bar bin in rear galley. First aid administered and crew member rested for remainder of flight, then transferred to hospital on arrival where wound required glue stitches. A full welfare check was carried out by the operator - satis.

A/C Type :	B737	**Occurrence Number :**	**200803538**
Flight Phase :	Cruise	**Occurrence Date :**	14 Apr 2008
Classification :	Occurrences	**Location :**	CUTEL
Events :	Loss of Standard Separation ATC Occurrence	**Location Info :**	E

Pretitle :
ATC cleared an A330 to descend in error and separation was lost with a B737. SMF activated.

Precis :
Both a/c were under the control of the Tyne Sector, which was being operated by one controller due to the light traffic conditions. The B737 was routeing to CUTEL at FL380. The A330 was en route to NEW VOR at FL400. The controller was occupied with another operational manner and when the A330 requested descent he cleared it to FL250, overlooking the presence of the B737. In the position of the incident, the required separation, due radar performance, was 10nm or 1000ft.
CAA Closure: Appropriate ATC personnel action taken.

A/C Type :	DHC8	**Occurrence Number :**	**200803600**
Flight Phase :	Descent	**Occurrence Date :**	14 Apr 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction Contingency Icing Problems	**Location Info :**	

Pretitle :
After de-icing was selected 'on' in descent, the LH tail de-ice boot light failed to illuminate and a 'De-Ice Pressure' master caution was displayed. Checklist actioned and normal landing carried out.

Precis :

A/C Type :	A321	**Occurrence Number :**	**200803852**
Flight Phase :	Landing	**Occurrence Date :**	20 Apr 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Hard Landing Flight Crew Occurrence Aircraft Occupant Injury / Death - Crew	**Location Info :**	

Pretitle :
Firm landing (1.58g recorded). One cabin attendant suffered a 'jarred back'.

Precis :

A/C Type :	EMB 145	**Occurrence Number :**	**200803867**
Flight Phase :	Climb	**Occurrence Date :**	22 Apr 2008
Classification :	Occurrences	**Location :**	Cardiff (CDF)
Events :	Altitude Deviation (ATC) ATC Occurrence Loss of Standard Separation	**Location Info :**	4 E

Pretitle :
FK100 in the hold at 5000ft was given traffic info on an EMB145 on a SID which had been coordinated to climb to 4000ft. EMB145 was subsequently observed passing 4000ft. Standard separation lost.

Precis :
Inbound FK100 was maintaining 5000ft with a departing EMB145 having been coordinated to climb to 4000ft. EMB145 appeared on radar and the two a/c passed each other in opposite directions 2000ft apart. EMB145 came on frequency stating being on BCN 1B SID and was told to stop climb at 4000ft, but a/c reported it had already passed that. The two a/c were by now more than 5nm apart and EMB145 was cleared to continue its climb to SID level of 6000ft. When Radar queried EMB145's cleared altitude, ADC replied that strip had been marked with 4000ft, but he was not sure if this restriction had been passed to the EMB145. Investigations have revealed that the Tower controller had marked the level restriction on his FPS but failed to pass it to the a/c. Appropriate ATC remedial action has been taken as a result of this incident.

A/C Type :	Military	**Occurrence Number :**	**200804051**
Flight Phase :	Cruise	**Occurrence Date :**	21 Apr 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Airspace Infringement	**Location Info :**	7 W

Pretitle :
Infringement of the Newcastle CTR (Class D) by a military helicopter at 800ft squawking 7000. Traffic info given. Standard separation maintained.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200804184**
Flight Phase :	Cruise	**Occurrence Date :**	30 Apr 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Pressurisation Failure Emergency Call Emergency Descent Contingency	**Location Info :**	

Pretitle :
High level pressurisation failure. Emergency descent. MAYDAY declared. Crew used oxygen.

Precis :
At approx FL200 in descent, an increase in noise was apparent through the air vents accompanied by a smell of burnt fuel. Flight deck and cabin 'Pack Hot' cautions were displayed and it was observed that pressurisation was showing a 1500fpm RoC. Checklist actioned, flight crew oxygen masks donned, emergency descent initiated and PAN declared. A/c landed safely.

A/C Type :	Unknown	**Occurrence Number :**	**200804448**
Flight Phase :	Climb	**Occurrence Date :**	01 May 2008
Classification :	Occurrences	**Location :**	NOKIN
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
Poor coordination from S5 to S29 at MACC, S5 controller continued to clear a/c through S29 airspace without prior coordination which could have led to a loss of separation.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200804479**
Flight Phase :	Landing	**Occurrence Date :**	01 May 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Malfunction Landing Gear Problems Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
Warning horn began to sound intermittently on touchdown, continuing until engine was shutdown and electric hydraulic pumps were switched off. Investigation found faulty PSEU and nose wheel tyre wear.

Precis :
Reporter notes increasing amounts of right rudder were required to keep the a/c straight below 100kts. Normal approach and landing onto R/W25 using flaps 30, autobrake 2 with First Officer as PF. As soon as the wheels touched the ground, the intermittent warning horn sounded and continued until the engines were shut down and the electric hydraulic pumps were switched off. During the landing roll, increasing amounts of right rudder were required to keep the aircraft straight below 100kts; two thirds of right rudder was applied when the Captain took control. Once happy that the nosewheel steering was working correctly, the aircraft taxied onto stand. During taxi in, the rudder pedal steering was checked through full travel which, along with tiller steering, was normal. The root cause was found to be the proximity sensing electronic unit (PSEU), to be confirmed by feedback from contracted maintenance organisation, plus nose wheel tyre wear.
CAA Closure: Nose wheels were replaced as the LH wheel was found worn. Engineers checked PSEU and carried out warning system test with no faults found. As a precaution, PSEU was changed. A PSEU strip report has been requested from the contracted maintenance provider, although no further occurrences of the intermittent horn warning or two thirds rudder input have been reported since.

A/C Type :	DHC8	**Occurrence Number :**	**200804912**
Flight Phase :	Approach	**Occurrence Date :**	08 May 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach. Damage to LH flaps.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200805118**
Flight Phase :	Climb	**Occurrence Date :**	17 May 2008
Classification :	Occurrences	**Location :**	Belfast (BEL)
Events :	Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Cabin crew member incapacitated during flight due to illness and stood down from duty.

Precis :

A/C Type :	MD 900	**Occurrence Number :**	**200805427**
Flight Phase :	Cruise	**Occurrence Date :**	26 May 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Technical Occurrence	**Location Info :**	

Pretitle :
Main gearbox chip caption illuminated in flight. Checklist actioned and a/c landed without further incident.

Precis :
Main transmission chip detector examined and debris, assessed as within limits, removed.

A/C Type :	B737	**Occurrence Number :**	**200806149**
Flight Phase :	Parked	**Occurrence Date :**	07 Jun 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	RT Problems Electronic Interference	**Location Info :**	

Pretitle :
Tower frequency 119.7 MHz blocked for 37 minutes by radio interference from subject aircraft.

Precis :
Aircraft had recently landed, and onboard engineer requested to switch radio off. Crew allegedly reported an earlier fault.

A/C Type :	CL600RJ Regional Jet	**Occurrence Number :**	**200806375**
Flight Phase :	Descent	**Occurrence Date :**	12 Jun 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	ATC Occurrence Altitude Deviation (ATC)	**Location Info :**	25 SE

Pretitle :
CL600RJ prenoted to Newcastle by London Mil at FL90, a/c was then transferred descending to FL70. Standard separation maintained.

Precis :
Newcastle ATC report that on speaking with London Military, they stated they had not input the correct level and a radar handover had not been carried out in accordance with SOPs.

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200806512**
Flight Phase :	Cruise	**Occurrence Date :**	18 Jun 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Equipment / System Failure Diversion /Return	**Location Info :**	

Pretitle :
Aircraft returned due to high-pitched noise and Hyd 2 contents/pressure loss. Hydraulic fluid leak

from nr2 system pressure switch.

Precis :
Emergency checklist actioned. Uneventful landing with fire services in attendance. Nr2 engine shut down after aircraft vacated runway. Subsequent investigation revealed that hydraulic fluid was leaking from nr2 system pressure switch in rear compartment at pipe connection and union. Pressure switch (p/n 11213AH) changed, and removed item sent for strip report. Hydraulic pump (p/n 57083) also changed as a precaution. Subsequent leak and function checks satisfactory.

A/C Type :	DHC8	**Occurrence Number :**	**200806697**
Flight Phase :	Climb	**Occurrence Date :**	24 Jun 2008
Classification :	Occurrences	**Location :**	
Events :	Flight Crew Occurrence Altitude Deviation (ATC)	**Location Info :**	

Pretitle :
DHC8 cleared to FL180 which was read back. DHC8 passed onto next sector, checked in climbing to FL180, ATC replied cleared to FL160. A/c reached FL166 before returning to FL160.

Precis :
ATC then recleared a/c to FL180.

A/C Type :	MD 900	**Occurrence Number :**	**200806915**
Flight Phase :	Cruise	**Occurrence Date :**	25 Jun 2008
Classification :	Occurrences	**Location :**	En Route
Events :	Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
Main rotor flexbeam bump stop migration.

Precis :
During cruise Integrated Instrument Display System (IIDS) displayed a 'Check rotor balance' caption - subsequent air test confirmed that main rotor was out of balance. Further investigation revealed that three bump stops had detached from flexbeams - one had migrated part way along flexbeam with two still in situ but disbonded. All three detached flexbeam bumpers (p/n 900RP103024-103) were refitted using correct adhesive and environment iaw manufacturer's instructions. Aircraft then tracked, balanced and returned to service. Preliminary investigation revealed that recorded work on affected bumpers was carried out iaw manufacturer's instructions. In-depth inspection of all bumpers/attachments to be carried out on next maintenance input. Total aircraft hours 1903.30, total aircraft hours since inspection 50.

A/C Type :	Jetstream 41	**Occurrence Number :**	**200807483**
Flight Phase :	Taxi	**Occurrence Date :**	28 Jun 2008
Classification :	Occurrences	**Location :**	Aberdeen (ADN)
Events :	Flight Crew Occurrence Ground (AD) Occurrence	**Location Info :**	

Pretitle :
Landing gear left paved area during power back from Stand 10L whilst under marshaller's guidance. A/c failed to stop iaw marshaller's instructions.

Precis :

Main landing gear checked. A/c taxied out and flight continued.

A/C Type :	DHC8	**Occurrence Number :**	**200807545**
Flight Phase :	Initial Climb	**Occurrence Date :**	15 Jul 2008
Classification :	Occurrences	**Location :**	London-Gatwick - LGW
Events :	ATC Occurrence Flight Crew Occurrence	**Location Info :**	

Pretitle :
Reporter believes there was inadequate separation between a departing B737 and a following DHC8. Once airborne, DHC8 turned 5deg left to avoid wake turbulence from B737.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200807847**
Flight Phase :	Ground Handling	**Occurrence Date :**	22 Jul 2008
Classification :	Occurrences	**Location :**	Bristol International
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Mobile steps positioned on door 1L dropped approximately 4in during boarding.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200807897**
Flight Phase :	Climb	**Occurrence Date :**	24 Jul 2008
Classification :	Occurrences	**Location :**	London-Gatwick - LGW
Events :	Pressurisation Failure	**Location Info :**	

Pretitle :
Cabin pressure warning illuminated during climb. A/c levelled at FL110 while checklist actions were carried out. Flight then continued at FL180 with pressurisation under manual control.

Precis :

A/C Type :	MD 900	**Occurrence Number :**	**200807988**
Flight Phase :	Cruise	**Occurrence Date :**	27 May 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	A/c Technical Occurrence	**Location Info :**	

Pretitle :
Main gearbox chip caption illuminated intermittently in flight.

Precis :
Main transmission chip detector contaminated with debris assessed as within limits. Detector cleaned, oil replaced and new filters fitted as a precaution.

A/C Type :	B767	**Occurrence Number :**	**200808409**
Flight Phase :	Parked	**Occurrence Date :**	04 Aug 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Security Event Ground (AD) Occurrence	**Location Info :**	

Pretitle :
B767 on final approach when ATC informed of a bomb threat. A/c ground incident declared after a/c landed. A/c parked on remote stand and passengers disembarked normally.

Precis :
Appropriate action taken.

A/C Type :	B757	**Occurrence Number :**	**200808790**
Flight Phase :	Landing	**Occurrence Date :**	13 Aug 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Hard Landing	**Location Info :**	

Pretitle :
Hard landing, DFDU registered 1.90G .

Precis :

A/C Type :	B737	**Occurrence Number :**	**200808849**
Flight Phase :	Climb	**Occurrence Date :**	14 Aug 2008
Classification :	Occurrences	**Location :**	TALGA
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	20 S

Pretitle :
At night during climb, when B737 was approximately 20nm South of TALGA, a green laser beam was focused on the a/c. ATC were advised.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200808981**
Flight Phase :	Parked	**Occurrence Date :**	16 Aug 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Damage found to rear cargo door consistent with impact from a cargo hyloader rail. Investigation was unable to determine where or when the damage occurred.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200809098**
Flight Phase :	Cruise	**Occurrence Date :**	19 Aug 2008
Classification :	Occurrences	**Location :**	POTON
Events :	A/c Equipment / System Malfunction RT Problems	**Location Info :**	

Pretitle :
Ground station transmissions not received on Comm 1.

Precis :
During three northbound sectors over the same route, some ground station transmissions were not received on Comm 1. At all times, transmissions from other airborne stations were heard at strength 5. ATC confirmed the flight crew had failed to respond to some calls. All calls heard as normal on Comm 2.

A/C Type :	Fokker 70	**Occurrence Number :**	**200809175**
Flight Phase :	Descent	**Occurrence Date :**	17 Aug 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	3.5 SE

Pretitle :
After landing, FK70 reported to ATC that during final approach to R/W23 at approximately 1200ft, it was targeted by a laser light originating from the ground. Police were alerted.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200809661**
Flight Phase :	Descent	**Occurrence Date :**	05 Sep 2008
Classification :	Occurrences	**Location :**	Wallasey (WAL)
Events :	Loss of Standard Separation ATC Occurrence	**Location Info :**	

Pretitle :
Loss of standard separation between a B737 and a DHC8 at FL190 overhead WAL. Avoiding action and traffic info given.

Precis :

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200810022**
Flight Phase :	Descent	**Occurrence Date :**	05 Sep 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	ATC Occurrence	**Location Info :**	40 W

Pretitle :
During handover of two a/c from military to civil ATC, there was confusion as to which was the lead

a/c. Also, one of the a/c reported descending to the wrong level.

Precis :
Confusion resolved following handover.

A/C Type :	BAE146	**Occurrence Number :**	**200810229**
Flight Phase :	Descent	**Occurrence Date :**	18 Sep 2008
Classification :	Occurrences	**Location :**	London City - LCY
Events :	Flight Crew Occurrence TCAS Report ATC Occurrence	**Location Info :**	7 W

Pretitle :
RJ100 at 2000ft received a TCAS RA twice against an A109 cleared to not above 1500ft on a VFR transit. Traffic info given. Standard separation maintained. STCA activated.

Precis :
The reporter is concerned over the procedures that regularly allow IFR traffic to receive TCAS RAs in this situation when they are at a critical stage on a 5.5deg glidepath.

A/C Type :	B737	**Occurrence Number :**	**200810330**
Flight Phase :	Cruise	**Occurrence Date :**	20 Sep 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Aircraft Occupant Injury / Death - Crew Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
A member of the cabin crew sustained a head injury in the rear galley. He was unable to carry out his duties for the remainder of the flight. On arrival, the crew member was taken to hospital.

Precis :
Injury sustained when, having bent down to gain access to the lower drawer of a catering trolley, the crew member stood up and banged his head on a metal tray.

A/C Type :	Piper PA34 Seneca	**Occurrence Number :**	**200810771**
Flight Phase :	Cruise	**Occurrence Date :**	02 Oct 2008
Classification :	Occurrences	**Location :**	Southampton (SAM)
Events :	Loss of Standard Separation TCAS Report A/c Equipment / System Malfunction	**Location Info :**	6 NW

Pretitle :
Apparent loss of separation between a PA34 and a Saab 2000 6nm Northwest of Southampton. Saab 2000 reported a TCAS RA. Avoiding action given.

Precis :
Subsequent information indicates that a digitaliser in the a/c transponder system was subject to an intermittent fault.

A/C Type :	B737	**Occurrence Number :**	**200810868**
Flight Phase :	Descent	**Occurrence Date :**	30 Sep 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	1N Newbiggin

Pretitle :
B737 targeted by laser light between 10,000ft and 2,500ft during descent. Local authorities informed.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**200811175**
Flight Phase :	Approach	**Occurrence Date :**	19 Sep 2008
Classification :	Occurrences	**Location :**	Durham Tees Valley (TD)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A bright searchlight moving in a circular orbit was observed from the Tower. Crew of inbound JS41 informed ATC that it was causing distraction. Local authorities informed and light was switched off.

Precis :

A/C Type :	Military	**Occurrence Number :**	**200811384**
Flight Phase :	Cruise	**Occurrence Date :**	16 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Airspace Infringement Flight Crew Occurrence	**Location Info :**	10 SE

Pretitle :
Infringement of Newcastle CTA (Class D) by two military a/c climbing to 3000ft. Inbound B737 was given traffic info. Military a/c turned left and passed behind B737. Standard separation maintained.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200811500**
Flight Phase :	Landing	**Occurrence Date :**	19 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Hard Landing Windshear / Gusts	**Location Info :**	

Pretitle :
Windshear on approach caused loss of approx 10kts airspeed just prior to flare, resulting in firm touchdown (2.01g recorded). Heavy landing inspection carried out with no damage found.

Precis :

A/C Type :	Unknown	**Occurrence Number :**	**200811508**
Flight Phase :	Unattended	**Occurrence Date :**	18 Oct 2008
Classification :	Occurrences	**Location :**	Exeter
Events :	Security Event Flight Crew Occurrence	**Location Info :**	

Pretitle :
Flight crew allegedly received inappropriate comments/attitude from security staff during security checks when crew passing airside resulting in an affected state of mind.

Precis :
Reporter states that the incident materially contributed to an overspeed event during descent on the subsequent flight.

A/C Type :	Saab 2000	**Occurrence Number :**	**200811549**
Flight Phase :	Descent	**Occurrence Date :**	17 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Miscellaneous Non-AD Occurrence	**Location Info :**	7S

Pretitle :
Saab 2000 on descent to Newcastle at 4500ft was targeted by a green laser. Pilot reports being distracted. ATC informed. Police helicopter was airborne and alerted.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200811550**
Flight Phase :	Descent	**Occurrence Date :**	18 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Crew Occurrence Miscellaneous Non-AD Occurrence	**Location Info :**	9 SSE

Pretitle :
B737 on descent to Newcastle at 3700ft was targeted by a green laser. ATC and local authorities informed.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200811688**
Flight Phase :	Approach	**Occurrence Date :**	24 Sep 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Controls Problems / Jammed A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Flap disagree.

Precis :
On selecting flap 5, the needles split around flap 2. After 10 seconds the split disappeared with both needles showing '2'. Autopilot disconnected and no asymmetry noticed. Flap disagree checklist completed iaw QRH and uneventful flap 15 landing carried out.

A/C Type :	B737	**Occurrence Number :**	**200811694**
Flight Phase :	Descent	**Occurrence Date :**	23 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Aircraft Occupant Injury / Death - Crew Turbulence Problems	**Location Info :**	

Pretitle :
A member of the cabin crew sustained an injury when her wrist hit a galley latch during turbulence. She continued with her duties but sought medical advice after landing.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200811695**
Flight Phase :	Approach	**Occurrence Date :**	10 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	South Shields

Pretitle :
B737 on descent to Newcastle at 3500ft was twice targeted by a green laser. ATC and local authorities informed.

Precis :

A/C Type :	A330	**Occurrence Number :**	**200811733**
Flight Phase :	Climb	**Occurrence Date :**	26 Oct 2008
Classification :	Occurrences	**Location :**	DOLAS
Events :	Flight Crew Occurrence Adverse Weather	**Location Info :**	

Pretitle :
A330 requested and was given a turn onto a heading of 070 to avoid weather, but A330 turned 20deg further left than cleared and into potential conflict with another A330. ATC action taken.

Precis :
Traffic info was given. Standard separation maintained.

A/C Type :	DHC8	**Occurrence Number :**	**200811795**
Flight Phase :	Descent	**Occurrence Date :**	25 Oct 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)

Events :	A/c Structure Failure / Malfunction Ramp Incident	**Location Info :**	

Pretitle :
Baggage door warning illuminated during descent. Cabin crew also reported hearing a bang at rear of a/c. After landing inspection showed that handle had popped out of detent but door was still closed.

Precis :
Handling agency informed and told to advise loaders to be more careful when shutting the door.

A/C Type :	DHC8	**Occurrence Number :**	**200812291**
Flight Phase :	Approach	**Occurrence Date :**	10 Nov 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Flight Controls Problems / Jammed Flight Crew Occurrence GPWS Report	**Location Info :**	

Pretitle :
During approach with flap15 selected the 'flap power' caution illuminated. Flaps stopped at position 10. ECL consulted. A/c continued to uneventful landing.

Precis :
GPWS 'too low flap' warn alert during continued approach due 'flap override' switch had not been selected. Flap caution subsequently cleared on the ground and, after consultation with engineering, a/c returned to service.

A/C Type :	B737	**Occurrence Number :**	**200812326**
Flight Phase :	Cruise	**Occurrence Date :**	11 Nov 2008
Classification :	Occurrences	**Location :**	
Events :	A/c Equipment / System Malfunction Diversion /Return	**Location Info :**	

Pretitle :
Hydraulic system Master Caution. Aircraft diverted.

Precis :
Hydraulic Master Caution warning activated towards the end of the flight and 'A System Engine Low Pressure' light flickered. System contents seen to be 20%. QRH actioned and diversion initiated. Contents subsequently indicated 0% although the electric pump and standpipe were operating correctly. All systems continued to operate and normal pressure was maintained. An uneventful landing followed without further incident.
CAA Closure: Leak traced to motor drain port of engine motor driven pump. Defect will be reported to and tracked by the operators Reliability Group.

A/C Type :	DHC8	**Occurrence Number :**	**200812346**
Flight Phase :	Taxi	**Occurrence Date :**	09 Nov 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Ground (AD) Occurrence	**Location Info :**	

Pretitle :
Pilot unable to clearly identify taxiway lines during taxi-in to Stand 1 due to a combination of standing water and bright lighting during night time/wet conditions.

Precis :
Spot lights located on the old control tower are directed down onto the apron and towards taxiing a/c. Pilot requested to ATC that the lights were turned off and was advised that it was not possible.

A/C Type :	EMB 145	**Occurrence Number :**	**200812446**
Flight Phase :	Taxi	**Occurrence Date :**	16 Nov 2008
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Flight Crew Occurrence Ramp Incident	**Location Info :**	

Pretitle :
EMB145 pushed back from Stand 112 without clearance.

Precis :
Outbound A320 in the Juliet cul-de-sac was cleared to taxi to hold at TITAN. Upon taxiing out A320 asked whether it should given way to a company EMB145 that had started to pushback from Stand 112. EMB145 was immediately told to hold position as it had not been issued a clearance to push and that after company A320 it was cleared to pushback. Pilot apologised for the incident.

A/C Type :	Piper PA31	**Occurrence Number :**	**200812565**
Flight Phase :	Initial Climb	**Occurrence Date :**	14 Aug 2008
Classification :	Occurrences	**Location :**	Belfast (BEL)
Events :	A/c Equipment / System Failure Diversion /Return	**Location Info :**	

Pretitle :
Double alternator failure during initial climb. A/c returned and landed safely.

Precis :
Both alternators initially came back on line when the circuit breakers were reset. However, during an engine ground run the LH alternator failed again and the fault was traced to the regulator. Both the regulator and alternator were replaced, a generator balance was carried out and function checks were completed with satisfactory results.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**200812596**
Flight Phase :	Cruise	**Occurrence Date :**	15 Nov 2008
Classification :	Occurrences	**Location :**	En Route
Events :	Engine Shutdown	**Location Info :**	

Pretitle :
RH engine oil pressure decrease and temperature increase accompanied by smell of oil on flight deck. Checklist actioned, engine shutdown and a/c landed safely with AFS in attendance.

Precis :
Post flight inspection revealed pool of oil beneath RH engine. Investigation found that the oil pressure manifold tee pipe cap had vibrated loose, resulting in the loss of approx one quart of oil.

A/C Type :	B737	**Occurrence Number :**	**200812621**
Flight Phase :	Approach	**Occurrence Date :**	20 Nov 2008
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	12 S

Pretitle :
B737 targeted by a green laser from the ground when 12nm South of airfield. Incident lasted approx 10secs. ATC and police notified.

Precis :

A/C Type :	EMB 145	**Occurrence Number :**	**200812964**
Flight Phase :	Descent	**Occurrence Date :**	03 Dec 2008
Classification :	Occurrences	**Location :**	En Route
Events :	Flight Crew Occurrence RT Problems	**Location Info :**	

Pretitle :
EMB145 pilot allegedly used poor standard RT when calling Manchester ATC, this caused confusion and concerns to ATC. Local authorities called to meet the a/c on arrival.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200813120**
Flight Phase :	Climb	**Occurrence Date :**	08 Dec 2008
Classification :	Occurrences	**Location :**	
Events :	Altitude Deviation (ATC) ATC Occurrence	**Location Info :**	

Pretitle :
As DHC8 was passing FL135 during cleared climb to FL190, ATC instructed it to stop climb at FL130. ATC were advised DHC8 had already passed this level. They said no problem and reposition to FL130.

Precis :

A/C Type :	Fokker 100	**Occurrence Number :**	**200900009**
Flight Phase :	Hold	**Occurrence Date :**	02 Jan 2009
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	A/c Equipment / System Failure Landing Gear Problems Emergency Call	**Location Info :**	

Pretitle :
Emergency declared due to failure of one hydraulic system and potential loss of nosewheel steering. A/c landed safely with AFS in attendance. Hydraulic fluid leak observed to rear of a/c.

Precis :