Civil Aviation Authority
Finance and Corporate Services
Information Management

6 August 2010
FOIA reference: F0001027

Dear XXXX

I am writing in respect of your recent application of 2 August 2010**,** for the release of information held by the Civil Aviation Authority (CAA).

Your request:

My request is regarding airprox incidents and all other safety incidents over the last three years (back to August 2007).

For all commercial air traffic travelling above a 50 mile circumference around Liverpool John Lennon Airport at a height of up to 3000ft, could you please specify:

- The number of all recorded safety incidents.
- The nature of all recorded safety incidents - including: airprox, engine trouble, aborted landing due to poor weather conditions, air rage
- Exactly when these occurred (a month by month or even quarterly breakdown would be sufficient)
- On which flights these occurred (details of airline and destination would be sufficient)

Our response:

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 below and attach the information requested.

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 50 nautical mile radius of Liverpool (John Lennon) Airport, as the information is not recorded in this way on the MOR database. However, we have searched the CAA database for all reportable occurrences involving Commercial Air Transport aircraft at, or in the vicinity, of Liverpool Airport (regardless of whether the aircraft was travelling inbound to / outbound from the airport, or not travelling through the airport at all). We have provided a summary report of these events from 01 August 2007 to all processed reports up to and including 04 August 2010. The information on each report is a summary of the occurrence and includes the nature of the event and the date of the event.

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Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
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In order to preserve the open reporting culture which is a vital component of the UK's excellent safety record, some information which is provided to the CAA under the Mandatory Occurrence Reporting (MOR) scheme is non-disclosable under Section 44 of the Freedom of Information Act 2000. Section 44 provides that information is exempt information if its disclosure is prohibited by or under any enactment. Section 23 of the Civil Aviation Act is such a statutory prohibition. Accordingly, the obligations of the CAA to comply with Section 23 are unaffected by the Freedom of Information Act. An explanation of these exemptions can be found enclosed (see attachment 1).

Information regarding a specific airline and destination (as it could identify the airline in conjunction with the aircraft type) are exempt under Section 23 of the Civil Aviation Act and so we are not able to provide details of the airlines or destinations involved.

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. For this reason, a separate data retrieval has been made. In accordance with your clarification, the data retrieval for Airprox reports was based on the following criteria:

- All airprox reports from 01 Jan 2008 to 01 August 2010
- Involving Commercial Air Transport aircraft
- Airprox occurred within 50nm of Liverpool (John Lennon) Airport
- Up to a height of 3000ft

Five Airprox reports were filed for investigation by the UK Airprox Board corresponding with the criteria listed above. A summary report of these Airprox events are attached, (see attachment 2), including the Airprox reference number for each event. Full details of these Airprox reports can be found through the Publications page of the UK Airprox Board website, www.airproxboard.org.uk

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@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.

Freedom of Information Act : Section 44

(1) Information is exempt information if its disclosure (otherwise than under this Act) by the public authority holding it-

(a) is prohibited by or under any enactment,
(b) is incompatible with any Community obligation, or
(c) would constitute or be punishable as a contempt of court.

(2) The duty to confirm or deny does not arise if the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) fall within any of paragraphs (a) to (c) of subsection (1).

Section 23 of the Civil Aviation Act is such a statutory prohibition. Accordingly, the obligations of the CAA to comply with Section 23 are unaffected by the Freedom of Information Act.

Under Section 23, information supplied to the CAA in connection with its regulatory functions and which relates to a particular individual or organisation must not be disclosed by the CAA unless such disclosure is authorised by one of the exceptions contained in Section 23 itself.

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Safety Regulation Group
Safety Data

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

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: **MORs involving Commercial Air Transport Aircraft reporting the location of the event as Liverpool**
PERIOD : **01 August 2007 – up to and including all processed reports as at 04 August 2010.**

A/C Type :	A319	**Occurrence Number :**	**200708456**
Flight Phase :	Parked	**Occurrence Date :**	01 Sep 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident Flight Crew Occurrence	**Location Info :**	

Pretitle :
Inadvertent deployment of escape slide.

Precis :
The steps had been removed from door 1L, which was then armed. Subsequently the ramp agent brought the steps back and knocked on the door. The cabin attendant re-opened the door, forgetting that it was armed, and the escape slide partially deployed. No injuries reported.

A/C Type :	A319	**Occurrence Number :**	**200708624**
Flight Phase :	Parked	**Occurrence Date :**	05 Sep 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Mobile steps positioned at a/c unsafe. Airport Safety Officer attended and steps removed from

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.

service. On return sector the same steps were positioned at a/c.

Precis :
Whilst passengers were disembarking, the P2 observed that the front steps were rocking excessively. After disembarkation was complete, the P1 inspected the stabilisers and found the front right unit was not working, engineers who were present checked and found the rear right stabiliser was also unserviceable. The marshaller/Airport Safety Officer attended the a/c and removed the steps from service. On the return sector, the same steps were brought to the front of the a/c. The rear steps were used for disembarkation and the Airport Safety Officer called to the a/c.

A/C Type :	B737	**Occurrence Number :**	**200708678**
Flight Phase :	Climb	**Occurrence Date :**	07 Sep 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence RT Problems	**Location Info :**	

Pretitle :
B737 on departure left frequency without replying to ATC. On next sector, when ATC requested cleared level, the reply was "we have no level". Pilot's overall use of language on RT was poor.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200708685**
Flight Phase :	Taxi	**Occurrence Date :**	06 Sep 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Ramp Incident	**Location Info :**	

Pretitle :
Aircraft arrived on stand with beacon light off and engines still running. Potential hazard to ground crew.

Precis :
Crew debrief given by P1 during taxi in after landing (in belief that all checklists were completed). Aircraft parked on stand, both start levers were turned off and all power dropped off. Instinctively P1 put both start levers back - all CRTs were lost but power restored after approx 5 seconds. P1 assumed APU was now online so turned beacon off with engines still running, though there were no CRTs to confirm status of engines or APU. Ground crew indicated engines were running so start levers were selected off. Approx 10 seconds later CRTs came back online. Reporter confirms obvious danger to ground crew who could have moved towards aircraft once beacon was off with engines still running. Reporter suggests that crew debrief should be carried out on crew bus, not during taxi-in which can lead to errors.

A/C Type :	A319	**Occurrence Number :**	**200709064**
Flight Phase :	Parked	**Occurrence Date :**	16 Sep 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem	**Location Info :**	

Pretitle :
On a/c arrival, 40 items of baggage found in the fwd hold for the previous sector. Baggage offloaded.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200709544**
Flight Phase :	Unattended	**Occurrence Date :**	29 Sep 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Security Event	**Location Info :**	

Pretitle :
Whilst flight crew were preparing for a positioning flight, an unauthorised person entered the a/c. Individual challenged and volunteered passport. Authorities alerted and individual arrested.

Precis :
A/c given a security check before despatch.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200709920**
Flight Phase :	Hover	**Occurrence Date :**	07 Oct 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Whilst established in hover phase at 1000ft, the yaw pedals became very difficult to move. A/c returned to base. Fault traced to a slight twist in the tail rotor control.

Precis :
Repairs carried out iaw AMM satisfactorily. Flight check carried out following reassembly. No recurrence of the defect.

A/C Type :	A319	**Occurrence Number :**	**200710206**
Flight Phase :	Parked	**Occurrence Date :**	09 Oct 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Maintenance	**Location Info :**	

Pretitle :
Crash axe found to be incorrectly stowed by the flight crew upon their arrival at the a/c.

Precis :
Reporter states that the crash axe had been found to be incorrectly stowed on two previous occasions on different a/c within a week of this incident. Reported as a potential hazard.

A/C Type :	A319	**Occurrence Number :**	**200710369**
Flight Phase :	Approach	**Occurrence Date :**	19 Oct 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike damage found to LH wing mid flap leading edge during post flight walk around. No bird had been seen and no impact had been felt.

Precis :
Damage assessed as having occurred on approach when full flap selected at 700ft.

A/C Type :	B737	**Occurrence Number :**	**200710505**
Flight Phase :	Descent	**Occurrence Date :**	05 Oct 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	7 N

Pretitle :
B737 inbound to Liverpool passing 2500ft reported a laser light visible from approximately 25nm up to FL70. The laser light lit up the cockpit and had significant impact on flight crew's night vision.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200710506**
Flight Phase :	Taxi	**Occurrence Date :**	09 Oct 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ground (AD) Occurrence	**Location Info :**	

Pretitle :
Following backtrack, A319 attempted to vacate R/W09 at Echo, but was unable to due to unlit barriers being left from previous nights WIP. ADM apologised for the error.

Precis :
At 0525hrs, A319 was cleared to enter R/W09 at Foxtrot for backtrack and to vacate at Echo then taxi to holding point Charlie for departure. As A319 attempted to vacate R/W09 at Echo, it reported that unlit barriers had been left from previous nights WIP. Operations had reported at 0300hrs that WIP at Area 7 had finished and all closures were now open. Barriers were originally lit whilst work was in progress, but were not now and were not visible from Tower. ADM advised of the situation and apologised for the error.

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 :	Robinson R44	**Occurrence Number :**	**200710672**
Flight Phase :	Cruise	**Occurrence Date :**	26 Oct 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Airspace Infringement Flight Crew Occurrence	**Location Info :**	6 S

Pretitle :
Infringement of Liverpool CTR (Class D) by an R44. A B737 being vectored to an ILS approach

R/W27 was given traffic info and continued on the approach. R44 called ATC and appropriate action taken.

Precis :

A/C Type :	Mitsubishi MU2	**Occurrence Number :**	**200711421**
Flight Phase :	Climb	**Occurrence Date :**	20 Nov 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	7 E

Pretitle :
MU2 on a DESIG1V departure was observed passing 4000ft before levelling at 5100ft. The DESIG departure is limited to climb to 4000ft. Traffic info given. Standard separation maintained.

Precis :
The a/c also had difficulty in following the SID on departure from Liverpool. Pilot has subsequently been advised of the 4000ft altitude restriction on this SID.

A/C Type :	A319	**Occurrence Number :**	**200711525**
Flight Phase :	Maintenance	**Occurrence Date :**	22 Nov 2007
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Maintenance	**Location Info :**	

Pretitle :
During scheduled inspection, it was discovered that a repair had been carried out which was outside the requirements of the SRM.

Precis :
The contracted maintenance provider incorrectly interpreted the repair requirements specified in the engine Structural Repair Manual (SRM) and released the aircraft iaw an incorrect repair reference. This allowed for a temporary repair and re-inspection, rather than the required replacement or permanent repair before next flight. An authorised repair to the heat blanket of the nr1 engine thrust reverser door was performed iaw SRM requirements. A Quality Advisory Notice has been issued by the contracted maintenance provider, reminding all certifying engineers of their responsibilities with respect to ensuring that the approved data they are using correctly refers to the defect they are assessing.

A/C Type :	A319	**Occurrence Number :**	**200800036**
Flight Phase :	Take Off	**Occurrence Date :**	03 Jan 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to nose area just before rotation. All indications remained normal. ATC informed and flight continued to destination. On arrival radome found damaged and required replacement.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200800349**
Flight Phase :	Parked	**Occurrence Date :**	14 Jan 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Maintenance	**Location Info :**	

Pretitle :
ADD overrun of Trimmable Horizontal Stabiliser (THS) actuator oil level check by 137hrs. Potential hazard.

Precis :
ADD raised calling for THS actuator oil check every 150hrs, with a 600hr limit. On consultation with engineers at LPL, the P1 found that this check had not been carried out and was believed to be 137hrs overdue. Check carried out on 14 Jan 2008 at 287hrs and oil level found to be below both limits and sight glass. Subsequent investigation revealed that factors leading to this occurrence included incorrect data entry and system incompatibility. The repeat inspection of the THS oil quantity was not correctly planned and subsequently overran the 150 hour limitation. All ADDs raised require the engineer entering the defect to copy the detail of the deferral into the contracted maintenance provider's computer system, from where the information is then transferred into the operator's system. This then provides the recording and planning of all activities related to the ADD. A limitation is required to be entered by the engineer, often indicating an MEL/AMM/SRM reference. The system will only accept one limiting factor to control the task. It does not allow both repeat intervals and terminating intervals against a single ADD. When raising an ADD there is the ability to record any recommended preliminary actions. By entering a preliminary action, an individual function is raised in the plan notification, with all the recommendations that have been entered by the person deferring the ADD. The ADD was raised and the following text was entered into SAP; "Check THS actuator oil level. During inspection found THS actuator oil level low. Actuator oil level uplifted with 118cc. THS actuator to be replaced within 600FH or 750 FC or 100 days, also oil level to be checked every 150 FH (currently 12540 FH)". The ADD, when entered into SAP, was reviewed by maintenance organisation personnel. There was no preliminary action for the repeat inspection, the only mention of the repeat inspection was embedded in the body text of the ADD. Due to no alert to the repeat action, the main work centre was changed to Material Planning responsibility as there was a material requirement to support the change out of the THS actuator. By this notification being set to Material Planning and the single due date being set to 31 Jan 2008, there was no planning requirement or alert presented to the short term planners. Even if the preliminary action had been correctly recorded, or if the maintenance organisation staff had noticed the requirement in the main body of the text, there is high chance that the task would still have been missed. The current process does not identify repeat actions as individually tracked items and allows them to be actioned in line with the terminating action. The THS actuator has subsequently been replaced. The maintenance organisation has issued a Network Instruction which clarifies the procedure and that when raising ADDs for a defect that has two limiting factors, two separate ADDs are required.

A/C Type :	A319	**Occurrence Number :**	**200801090**
Flight Phase :	Maintenance	**Occurrence Date :**	31 Jan 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Equipment / System Malfunction A/c Maintenance	**Location Info :**	

Pretitle :
Portable oxygen bottle supplied and installed on aircraft allegedly unserviceable and overdue hydrostatic test.

Precis :
Upon investigation, it was found that the oxygen bottle had been in receipt of a hydrostatic test but the computer system did not reflect this information due to data entry error. The UK overhauler had performed the required hydrostatic test and attached the certificate to the bottle assembly and sent it back to Stores. Goods receipt then closed the shop order by closing the repair notification for

unscheduled work, instead of the overhaul notification to perform a hydrostatic test for the bottle, regulator and the bottle assembly. The bottle assembly has subsequently been sent to the shop where any necessary work was performed and all relevant notifications were corrected. The bottle was not overdue as the hydrostatic test was performed 27 Oct 2007. Goods receipt personnel have received training for the closure of shop orders, closing and controlling of relevant notifications, equipment corrections and counter information view. All bottle assemblies which had maintenance performed at the UK overhauler are being checked and all notifications will be corrected.

A/C Type :	A319	**Occurrence Number :**	**200801288**
Flight Phase :	Climb	**Occurrence Date :**	12 Feb 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Loss of Standard Separation ATC Occurrence	**Location Info :**	6 NE

Pretitle :
Loss of separation between an A319 and a C550 at FL70. STCA and SMF activated. Traffic info and avoiding action given.

Precis :
Investigations have revealed that the MACC WALSY/IOM Sectors were combined, as were the North and East Sectors, the latter with a trainee Tactical controller. The A319 was airborne from Liverpool and its flight was coordinated by the WALSY Sector with NE to climb to FL130, on the south side of L975. The Planner advised the Tactical about the subject C550 departing Manchester, which would be working NE Sector but climbing into the WALSY Sector's airspace. There was confusion between the sectors who would separate the subject a/c. In the event separation was lost albeit avoiding action was issued to both flights.
CAA Closure: Appropriate ATC personnel action has been taken.

A/C Type :	A319	**Occurrence Number :**	**200801330**
Flight Phase :	Maintenance	**Occurrence Date :**	06 Feb 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Maintenance	**Location Info :**	

Pretitle :
Portable oxygen bottle supplied and installed on aircraft allegedly overdue hydrostatic test.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200801545**
Flight Phase :	Parked	**Occurrence Date :**	16 Feb 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
A319 with a u/s APU was using ground air power to start engines. Nr2 engine was then started whilst a member of the ground personnel was in the vicinity. Start aborted.

Precis :
Due u/s APU one engine would be started by ground air start. Crew requested for nr2 engine start and clearance was given by dispatcher. After commencing start, dispatcher called for a stop stating the wrong engine was being started and there was a man standing there. Start aborted. Engines 1

and 2 then started. Dispatcher was not trained for air starts. The incident was investigated by the operator. In conclusion it was due to an error by the dispatcher. A dispatcher qualified to carry out the required functions for engine start using an air start unit was called to the a/c from another flight. This dispatcher did a walkround and confirmed all checks complete and after this the captain requested clearance to start. The dispatcher erroneously gave clearance to start nr2 engine instead of nr1 as she had intended. It is considered that the incident was partially due to the dispatcher rushing from another flight which in turn was due to insufficient number of ground crew being qualified to use an air start unit.
CAA Closure: The dispatcher has been interviewed regarding her error and all ramp staff have been trained in the use of air start units.

A/C Type :	A319	**Occurrence Number :**	**200801979**
Flight Phase :	Descent	**Occurrence Date :**	29 Feb 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Aircraft Occupant Injury / Death - Crew Turbulence Problems	**Location Info :**	

Pretitle :
Member of the cabin crew sustained an injury due to being thrown against a pull out shelf during turbulence. Second crew member thrown onto Door 2L, hitting her lower back.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200802138**
Flight Phase :	Taxi	**Occurrence Date :**	03 Mar 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Maintenance A/c Technical Occurrence	**Location Info :**	

Pretitle :
A loud barking noise was reported by passengers in centre section of aircraft during taxi out. An attending engineer considered noise was the Power Transfer Unit. Unrelated C/Bs found collared.

Precis :
Functional tests were completed and the aircraft departed, with no further faults or noises apparent. During further inspection during the night stop, hydraulic pump control and monitoring C/Bs relating to both the yellow and green hydraulic systems were found to be open / capped on C/B Panel 121VU. Both sets had typical manufacturer's production type collars, not wire locked in position but pushed onto the opened C/Bs. No Tech Log Page, ADD or Technical Instruction were completed. The reporter notes that with the two subject C/Bs open, no monitoring or warning indications would have been available to the flight crew, potentially resulting in no indication of EDP hydraulic pump failures. The noise was subsequently confirmed to be normal PTU operating sounds. However, the PTU was checked and its operation was found to be normal. No further incidents noted.
CAA Closure: This incident has been highlighted in a company newsletter to raise awareness to all engineers of the need to record work details and to ensure that any collared C/Bs are specified in the defect text, in the Technical Log.

A/C Type :	A319	**Occurrence Number :**	**200802204**
Flight Phase :	Approach	**Occurrence Date :**	06 Mar 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Overspeed warning sounded on selection of flap 2. Autopilot disengaged and speed reduced accordingly. Flap overspeed of approx 5kts recorded.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200802315**
Flight Phase :	Parked	**Occurrence Date :**	07 Mar 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem Flight Crew Occurrence Fuel	**Location Info :**	

Pretitle :
Loadsheet received from Load Control reflecting increased passenger load (140). Crew not made aware of increase from load of 115 and fuel figure was based on 115 passengers.

Precis :
At Liverpool, handling agent passed B737 fuel figures based on estimate passenger load of 115. At no time were crew informed of a change in this number. A loadsheet generated by Load Control at Manchester had increased passenger loading to 140 + 2 and fuel figure had been adjusted to reflect this. This was not noticed by crew until B737 was in flight. Due to B737 being over maximum landing weight appropriate action was taken to burn off fuel and reduce landing weight.

A/C Type :	B737	**Occurrence Number :**	**200802420**
Flight Phase :	Approach	**Occurrence Date :**	12 Mar 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Windshear / Gusts Turbulence Problems	**Location Info :**	

Pretitle :
GPWS windshear warning at 30ft during approach. Considered to be genuine due to approach in severe headwind, gusting 59kts, with severe turbulence. Approach continued and aircraft landed.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200802701**
Flight Phase :	Cruise	**Occurrence Date :**	22 Mar 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Airspace Infringement TCAS Report	**Location Info :**	12NW

Pretitle :
Infringement of the Liverpool LTMA (Class A) by an EC135 at 5000ft, 12nm Northwest of Hawarden.

Precis :
A/c was on final air test post maintenance. An A319 inbound to Liverpool received a TCAS RA climb against this EC135.

A/C Type :	Piper PA31	**Occurrence Number :**	**200803088**
Flight Phase :	Cruise	**Occurrence Date :**	25 Jan 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Engine/Malfunction Power Loss - First Engine Engine Shutdown Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
RH engine shut down due to low oil pressure. MAYDAY declared. Diversion. Turbocharger failure.

Precis :
Investigation revealed that turbocharger bearings had failed causing severe damage to impellor and turbine sections and an excessive oil leak. Turbocharger p/n 409170-9001. Total component hours, 1475. Total component hours since Check 1 inspection, 52.
CAA Closure: Considered to be an isolated incident.

A/C Type :	Eurocopter EC120	**Occurrence Number :**	**200803270**
Flight Phase :	Climb	**Occurrence Date :**	03 Apr 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Flight Crew Occurrence Navigation Error UK Airprox Emergency Call	**Location Info :**	7 SE

Pretitle :
UK AIRPROX 37/2008 - A319 and EC120 at Liverpool at 2500ft.

Precis :
As A319 was passing 2500ft on downwind leg for R/W27, it received a TCAS TA on pop up traffic, an EC120. EC120 contacted ATC and A319 was given a 30deg right turn. Whilst on a VFR flight, the EC120 pilot unintentionally entered IMC conditions. The EC120 climbed, issued a PAN Call to Liverpool ATC and eventually landed at Liverpool.
CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	Cessna C560 Citation 5	**Occurrence Number :**	**200803657**
Flight Phase :	Circuit	**Occurrence Date :**	04 Feb 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Flight Crew Occurrence Airspace Infringement Loss of Standard Separation	**Location Info :**	3 S

Pretitle :
Infringement of the Liverpool CTR (Class D) by a C560 at 2500ft, 3nm South of Liverpool, resulting in a loss of standard separation against an inbound B737. Traffic info given.

Precis :
C560, in the Hawarden circuit for radar training, deviated from the RMA whilst under Hawarden ATC.

CAA Closure: It is not clear what specific coordination was agreed. Hawarden did monitor the C560 approach on radar and did ask the C560 to turn early to remain within the RMA. However, the C560 tracked along the boundary of the RMA, which reduced the separation to slightly less than the prescribed minima. No further investigation possible due to elapsed time.

A/C Type :	A319	**Occurrence Number :**	**200803665**
Flight Phase :	Initial Climb	**Occurrence Date :**	16 Apr 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to underside of nose during initial climb. A/c returned. Nose cone cracked.

Precis :

A/C Type :	Cessna C550 Citation 2	**Occurrence Number :**	**200803854**
Flight Phase :	Approach	**Occurrence Date :**	21 Apr 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during landing. Right main landing gear door struck causing minor damage to lower leading edge. Airport operator notified and Bird Control attended.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200803877**
Flight Phase :	Climb	**Occurrence Date :**	22 Apr 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Loss of Standard Separation ATC Occurrence	**Location Info :**	2 S

Pretitle :
Loss of standard separation between an A319 and a C550 at 2100ft, 2nm South of Liverpool. STCA activated. A319 given avoiding action and traffic info.

Precis :
Investigation established that the C550 was inbound to Hawarden and being vectored by the Liverpool Radar 2 controller. The Liverpool Radar 1 controller released the A319 from R/W09 at Liverpool to follow a non standard Nanti departure (climb to 3000ft heading 180deg). When the A319 got airborne, the C550 was 3nm Southwest of Liverpool tracking East and descending through 2500ft. The Liverpool Radar 1 controller had instructed the Tower to transfer the departing A321 direct to MACC TMA West but did not coordinate his actions with the Radar 2 controller. When the A319 contacted MACC it was heading 180deg, passing 2000ft for 3000ft with the C550 in its 2 o'clock at a range of 3.1nm passing 2300ft and tracking East. The TMA West controller immediately issued avoiding action to the A319 while the Liverpool Radar 2 controller instructed the C550 to turn right, but separation was lost.
CAA Closure: Appropriate local ATC action taken.

A/C Type :	A319	**Occurrence Number :**	**200803900**
Flight Phase :	Climb	**Occurrence Date :**	22 Apr 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Loss of Standard Separation	**Location Info :**	

Pretitle :
Separation lost when A319 on a non-standard departure from Liverpool was transferred to MACC in conflict with a VFR joiner, working Liverpool. SMF and STCA activated. Traffic info given.

Precis :
CAA Closure: The A319 departed Liverpool on a non-standard heading of 180deg, climbing to altitude 3000ft to avoid Manchester 05 arrivals. It was then transferred to the MACC WAL sector in confliction with a VFR a/c at 1500ft under the control of Liverpool Approach. There was activation of STCA and the SMF however, the incident was over by the time any avoiding action could have been given. This was an error by the Liverpool controller who transferred the A319 whilst in confliction with traffic unknown to WAL.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200803922**
Flight Phase :	Hover	**Occurrence Date :**	23 Apr 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
Green laser light directed at EC135 whilst in the hover at 800ft. ATC notified. Crew were unable to locate the exact origin of the laser.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200804585**
Flight Phase :	Take Off	**Occurrence Date :**	05 May 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on take-off. A/c returned due to high vibration on nr1 engine. Evidence of birdstrike inside nr1 intake and six fan blades bent.

Precis :

A/C Type :	Partenavia P68	**Occurrence Number :**	**200805140**
Flight Phase :	Approach	**Occurrence Date :**	15 May 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Low on Fuel / Out of Fuel	**Location Info :**	

	Flight Crew Occurrence Engine/Malfunction Power Loss - First Engine

Pretitle :
PN68 operating VFR and holding due inbound IFR traffic given expeditious approach due low fuel state. Pilot subsequently declared a loss of one engine. A/c landed safely with RFFS in attendance.

Precis :
PN68 pilot initially declared a low fuel state of 5mins duration and, in order for ATC to expedite the PN68's approach, a DHC8 at 13nm final was broken off its approach. Following the pilot's declaration of an engine loss, a preceding A319 at 1nm final was instructed to go-around and a full emergency was initiated.
CAA Closure: The pilot was new to the aircraft and on returning to Liverpool VFR with normal fuel reserves he was told by ATC to hold at Garston Docks VRP, approximately 1nm North of the runway centreline. On reaching Garston Docks and being conscious of his close proximity to the final approach path the pilot commenced a moderately steep turn. During this prolonged orbit, one of the engines started to "splutter". The pilot immediately rolled the wings level and advised ATC. The aircraft landed safely with both engines running. After the incident it was pointed out to the pilot that the AFM states "to avoid possible temporary fuel starvation to the engines, extreme flight attitudes and rapid accelerations should be avoided when the indicated fuel state is one quarter or less". The pilot appears not to have been able to recall the AFM statement due to other pressing priorities. Crew have been reminded of the AFM statement allowing more robust prioritisation during flight operations.

A/C Type :	B737	**Occurrence Number :**	**200805236**
Flight Phase :	Approach	**Occurrence Date :**	24 May 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
B737 cleared to FL60, ATC observed a/c at FL58. ATC queried cleared level, pilot stated he was cleared to 5000ft. ATC allowed descent to continue. Standard separation maintained.

Precis :

A/C Type :	Partenavia P68	**Occurrence Number :**	**200805777**
Flight Phase :	Initial Climb	**Occurrence Date :**	03 Jun 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Smoke / Fumes (not engine) Diversion /Return Contingency	**Location Info :**	

Pretitle :
Smoke in cabin during initial climb.

Precis :
Smoke entered the flight deck from demist ventilator area. Cabin fire drills carried out and return to departure airport initiated immediately. Smoke had dissipated by the time the aircraft had landed. Inspection found oil to have entered the ventilation system via the manifold, which then burnt off, causing the smoke.

A/C Type :	A319	**Occurrence Number :**	**200805934**
Flight Phase :	Parked	**Occurrence Date :**	03 Jun 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Mobile steps moved away from the cabin door during passenger disembarkation. Disembarkation was suspended until the steps were secured in place.

Precis :
Brake to the mobile steps believed to have failed.

A/C Type :	B737	**Occurrence Number :**	**200806005**
Flight Phase :	Initial Climb	**Occurrence Date :**	10 Jun 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
B737 on a REX 2T SID called on frequency climbing to FL80, which ATC queried. B737 had only been cleared to 4000ft as per the SID. A/c climbed was stopped at FL70. Separation was maintained.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200806116**
Flight Phase :	Ground Handling	**Occurrence Date :**	01 Jun 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem Security Event	**Location Info :**	

Pretitle :
Upon arrival, it was discovered that baggage from the previous sector was still on board the a/c. Baggage loaded in the fwd hold. A/c 195kg heavier than calculated.

Precis :

A/C Type :	Fokker 70	**Occurrence Number :**	**200807114**
Flight Phase :	Descent	**Occurrence Date :**	05 Jul 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	3E

Pretitle :
FK70 given descent to 5000ft. ATC observed a/c's mode C indicating 4800ft then 4700ft briefly. A/c instructed to climb back to 5000ft. A/c then recleared to 4000ft. Standard separation maintained.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200807246**
Flight Phase :	Take Off	**Occurrence Date :**	06 Jul 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Maintenance Flight Crew Occurrence	**Location Info :**	

Pretitle :
Incorrect maintenance recording - aircraft flew whilst AOG.

Precis :
One fan blade had previously been damaged and ADD raised for rectification of dent. Dent blended out and aircraft despatched. Aircraft had completed 15 sectors before investigation revealed that NDT was also required, although there was no record of a requirement for such testing to be carried out within 10 cycles or 25 hours iaw AMM. Aircraft grounded, but on arrival of NDT specialist, it was discovered that aircraft was airborne. Aircraft subsequently grounded in Amsterdam and NDT inspection carried out with no adverse findings.
CAA Closure: Management have issued a memo to relevant staff reminding them of the significant defect control procedures, including updating the record systems appropriately.

A/C Type :	A319	**Occurrence Number :**	**200808198**
Flight Phase :	Taxi	**Occurrence Date :**	29 Jul 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident Ground (AD) Collision - Obstacle / Vehicle	**Location Info :**	

Pretitle :
NLG wheel damage sustained during pushback when the towbar shear pin failed. Failure believed to have been caused by overstress due to tug over steer. Both wheels replaced.

Precis :
Incorrect bypass pin fitted for the a/c type, although it is believed not to have been a contributory factor.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200808853**
Flight Phase :	Hover	**Occurrence Date :**	15 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	Croxteth

Pretitle :
At night, police helicopter was targeted by a green laser light originating from the ground. Police were unable to identify the perpetrator.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200808886**
Flight Phase :	Cruise	**Occurrence Date :**	14 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	Walton

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Pretitle :
At night, police helicopter at 1000ft was targeted by a green laser light originating from the ground.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200808908**
Flight Phase :	Ground Handling	**Occurrence Date :**	10 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem Security Event	**Location Info :**	

Pretitle :
On arrival, it was discovered that the forward hold contained 17 items of baggage which had not been offloaded following the previous sector.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200809060**
Flight Phase :	Taxi	**Occurrence Date :**	20 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Fuel	**Location Info :**	

Pretitle :
"Significant" fuel leak reported from nr2 engine during push-back. Engine shut down and leak stopped. Aircraft returned to the stand. Fire cover requested.

Precis :
Passengers disembarked. Engine test runs carried out. No repeat of the leak and normal operations continued.

A/C Type :	A319	**Occurrence Number :**	**200809072**
Flight Phase :	Approach	**Occurrence Date :**	19 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 on approach to Liverpool at 2000ft was targeted by a green laser. Local authorities informed.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200809091**
Flight Phase :	Initial Climb	**Occurrence Date :**	18 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Landing Gear Problems	**Location Info :**	

Pretitle :
Following landing gear retraction, the RH MLG green (down) and red (in transit) lights remained

illuminated. Flight continued, emergency checklist actioned and a/c landed safely.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200809296**
Flight Phase :	Cruise	**Occurrence Date :**	15 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Violent / Obstructive Pax	**Location Info :**	

Pretitle :
Cabin crew smelt cigarette smoke after a passenger exited a toilet. Admitted to smoking. Police met the aircraft and statements taken.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200809516**
Flight Phase :	Taxi	**Occurrence Date :**	01 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Reporter believes that, for pilots taxiing onto Stand 1, the ground equipment cannot be identified as parked clear of the stand due to the non-existence of hatched marking for the equipment.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200809597**
Flight Phase :	Approach	**Occurrence Date :**	30 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 targeted by a green laser from the ground whilst at 3000ft downwind for R/W09 . ATC notified.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200809601**
Flight Phase :	Take Off	**Occurrence Date :**	29 Aug 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Member of cabin crew unwell during take-off. Completed return sector as a passenger and aircraft operated with three cabin crew.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200809748**
Flight Phase :	Parked	**Occurrence Date :**	07 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem	**Location Info :**	

Pretitle :
Hold cargo nets not fitted. Reporter alleges that shifted baggage could have fallen on loaders when doors were opened. All the nets were discovered in one corner of the a/c hold bundled on the floor.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200810121**
Flight Phase :	Hover	**Occurrence Date :**	13 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
Police helicopter in the hover at 900ft targeted by a laser from the ground. Pilot's vision impaired. Perpetrators apprehended and arrested.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200810314**
Flight Phase :	Approach	**Occurrence Date :**	20 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	7

Pretitle :
B737 on approach at 2000ft, when a green laser was seen initially searching the sky and then pointing directly at the a/c. Approach continued without further incident. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200810342**
Flight Phase :	Descent	**Occurrence Date :**	22 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Loss of A/c Control Windshear / Gusts	**Location Info :**	

Pretitle :
Sudden change in wind direction during descent, resulting in 20kt increase in airspeed and triggering overspeed warning.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200810406**
Flight Phase :	Approach	**Occurrence Date :**	20 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	3NNE

Pretitle :
A320 on approach at FL70, was targeted by a green laser for approx one minute. A/c landed without further incident. ATC informed.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200810504**
Flight Phase :	Cruise	**Occurrence Date :**	25 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	3N

Pretitle :
Police helicopter targeted by a green laser light whilst in the cruise at 900ft.

Precis :
Many previous occurrences reported.

A/C Type :	B737	**Occurrence Number :**	**200810694**
Flight Phase :	Ground Handling	**Occurrence Date :**	24 Sep 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
B737 emergency escape slide deployed on stand when the door was opened by cabin crew after ambulift driver knocked on the door iaw standard procedure. Ambulift vehicle sustained damaged.

Precis :

A/C Type :	BN2 Islander	**Occurrence Number :**	**200810929**
Flight Phase :	Unknown	**Occurrence Date :**	05 Oct 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence ATC Conflict UK Airprox	**Location Info :**	4 SSE

Pretitle :
UK AIRPROX 140/2008 - A319 and a BN2, 4nm SSE of Liverpool at 2400ft.

Precis :

The BN2 was operating on a CAT B flight, approximately 5nm Southeast of Liverpool Airport, within the CTR (Class D airspace). It was on a VFR clearance not above 2000ft with APP and the ADC Controller was informed of its presence. The A319 was released for departure by APP from R/W09, on heading 210deg climbing to 3000ft. The BN2 was informed about the A319 and reported visual after it had taken off. The A319 was not informed about the BN2. ATC procedures for IFR/VFR traffic in Class D airspace require information to be issued to both flights.
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 :	B737	**Occurrence Number :**	**200811697**
Flight Phase :	Ground Handling	**Occurrence Date :**	16 Oct 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Mobile steps removed from the rear door for re-positioning by the ground crew without notification to the cabin crew.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200811968**
Flight Phase :	Climb	**Occurrence Date :**	30 Oct 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 at 3000ft was targeted by a green laser. Both crew experienced some dazzling from the laser. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200812181**
Flight Phase :	Climb	**Occurrence Date :**	28 Oct 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Aircraft Occupant Injury / Death - Crew Crew Illness / Incapacitation Emergency Call	**Location Info :**	

Pretitle :
Cabin crew member sustained a hand injury during flight whilst attempting to release a catering trolley from its stowage. PAN declared for a priority approach.

Precis :
Cabin crew member was unable to operate the return sector. Return sector operated with minimum cabin crew complement.

A/C Type :	A319	**Occurrence Number :**	**200812402**
Flight Phase :	Climb	**Occurrence Date :**	11 Nov 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Equipment / System Malfunction A/c Maintenance Diversion /Return	**Location Info :**	

Pretitle :
Standby ASI failure on climb out. Diversion. Pitot flexible hose kinked.

Precis :
Standby ASI decreased to zero then remained between 0 and 80kts IAS for 25 mins before indication returned to normal. Static and pitot connections to Integrated Standby Instrument System (ISIS) indicator checked, and pitot flexible hose found kinked in two places. Hose repositioned and leak check satisfactorily completed.

A/C Type :	B737	**Occurrence Number :**	**200812549**
Flight Phase :	Cruise	**Occurrence Date :**	19 Nov 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Equipment / System Malfunction A/c Structure Failure / Malfunction Emergency Call	**Location Info :**	

Pretitle :
In the cruise at FL250 arcing was noticed in the heating element of the RH DV window. Shortly afterwards the window shattered. PAN declared, QRH actioned and precautionary descent carried out.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200812610**
Flight Phase :	Taxi	**Occurrence Date :**	19 Nov 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Structure Failure / Malfunction Ramp Incident	**Location Info :**	

Pretitle :
Control Warning Panel displayed a door warn attributable to the aft baggage door during taxi-out. A/c returned to stand. Flight crew advised that the handle was not in its correct closed position.

Precis :
Captain advised that the ramp operative responsible for closing the door was new to the operation and it is believed that the revised procedure for ensuring that the door is secure was not followed.

A/C Type :	A319	**Occurrence Number :**	**200812931**
Flight Phase :	Approach	**Occurrence Date :**	26 Nov 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD	**Location Info :**	

	Occurrence		

Pretitle :
A319 at 1800ft on approach to Liverpool, was targeted by a green laser.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200812950**
Flight Phase :	Parked	**Occurrence Date :**	02 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	APU Fire / Failure Smoke / Fumes (not engine) Emergency / Precautionary Evacuation	**Location Info :**	

Pretitle :
APU failure on ground resulting in smoke in cabin and rapid disembarkation by normal means of exit.

Precis :
APU to be replaced.
CAA Closure: APU replaced with a pre-mod unit.

A/C Type :	Partenavia P68	**Occurrence Number :**	**200813021**
Flight Phase :	Climb	**Occurrence Date :**	26 Nov 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Engine/Malfunction Power Loss - First Engine	**Location Info :**	

Pretitle :
Shortly after departure a/c observed drifting off track. Pilot initiated return 'due to weather' but then reported engine failure. Engine subsequently restarted and a/c continued en route.

Precis :

A/C Type :	EMB 145	**Occurrence Number :**	**200813147**
Flight Phase :	Approach	**Occurrence Date :**	07 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
EMB145 targeted by a laser during approach. ATC notified.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200813433**
Flight Phase :	Descent	**Occurrence Date :**	17 Dec 2008

Classification :	Occurrences	**Location :**	Liverpool
Events :	Violent / Obstructive Pax	**Location Info :**	

Pretitle :
Lavatory smoke detector activated by passenger smoking in forward toilet. Passenger flushed cigarette butt down toilet. Police called to escort passenger off a/c at destination.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200813435**
Flight Phase :	Cruise	**Occurrence Date :**	07 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Violent / Obstructive Pax	**Location Info :**	Nr

Pretitle :
Passenger smoking in rear toilet. Verbal warning given. Police attended a/c on arrival and a formal caution was issued.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200813484**
Flight Phase :	Parked	**Occurrence Date :**	14 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Security Event Flight Crew Occurrence	**Location Info :**	

Pretitle :
When crew arrived at A319 after passing through security, P2 discovered that he had a full bottle of water in his bag, which had not been detected.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200813500**
Flight Phase :	Descent	**Occurrence Date :**	19 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Equipment / System Failure Diversion /Return	**Location Info :**	

Pretitle :
Nr1 AC generator failed during descent. Checklist actioned and generator initially reset successfully but then failed again. A/c diverted and landed safely.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200813647**
Flight Phase :	Cruise	**Occurrence Date :**	19 Dec 2008

Classification :	Occurrences	**Location :**	Liverpool
Events :	Violent / Obstructive Pax	**Location Info :**	

Pretitle :
Intoxicated/abusive passengers. Police attended a/c on arrival and offending passengers escorted from a/c.

Precis :
Prior to take-off three male passengers were warned about their behaviour and consuming their own alcohol. During the flight three further verbal warnings were given and miniature bottles of alcohol were confiscated from them until arrival. Following this, the passengers became abusive.

A/C Type :	Piper PA31	**Occurrence Number :**	**200813706**
Flight Phase :	Landing	**Occurrence Date :**	26 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Engine Fire / Overheat / Smoke	**Location Info :**	

Pretitle :
Engine smoke on landing.

Precis :
Smoke observed from the LH engine as the throttle was closed on landing. No assistance was requested by the pilot and the a/c taxied onto the stand. Although not requested, emergency services attended. When the engine was test started, a slight smoke haze was observed. The a/c was then flown to base where investigation confirmed a turbocharger fault. Replacement turbocharger fitted.

A/C Type :	A319	**Occurrence Number :**	**200813803**
Flight Phase :	Descent	**Occurrence Date :**	28 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	8 NW

Pretitle :
A319 in descent and an A320 in the climb were targeted by a laser. D&D advised.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200813855**
Flight Phase :	Maintenance	**Occurrence Date :**	21 Dec 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ground (AD) Occurrence A/c Maintenance	**Location Info :**	

Pretitle :
Ground crew radio (walkie-talkie) found on stabiliser bay floor.

Precis :
A/c arrived with an inoperative APU due to an intake door fault. Ground radio discovered during defect investigation.
CAA Closure: The radio was removed from the aircraft and no apparent damage was identified. The event was caused through failure of the PART-145 maintenance organisation tooling/equipment

management. Radios and battery powered drills stored within the E Check office have been relocated to the designated tooling centre to ensure greater visibility and enable a greater level of control. Quality Assurance Notice (QAN 2009/001) has been issued to raise awareness of proper tool control.

A/C Type :	A319	**Occurrence Number :**	**200900085**
Flight Phase :	Parked	**Occurrence Date :**	06 Jan 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ground (AD) Occurrence	**Location Info :**	

Pretitle :
Damage reported to GPU access door. Aircraft removed from service for repair.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200901112**
Flight Phase :	Parked	**Occurrence Date :**	29 Jan 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem	**Location Info :**	

Pretitle :
After arriving, it was found that A319 was not loaded iaw with loadsheet. Loadsheet stated 87 bags were in CP4, but 37 of these were actually loaded in CP5.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200901167**
Flight Phase :	Take Off	**Occurrence Date :**	09 Feb 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike Rejected Take-Off Ground (AD) Occurrence	**Location Info :**	

Pretitle :
Birdstrike during take-off. Severe vibration felt although there were no abnormal indications or ECAM warnings. Take-off rejected at 90-100kts. Subsequent inspection revealed engine damage.

Precis :
Flight crew reported observing two birds directly in front of the aircraft.

A/C Type :	A319	**Occurrence Number :**	**200901467**
Flight Phase :	Approach	**Occurrence Date :**	17 Feb 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 on approach at 1300ft was targeted by a green laser approximately five times. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200901663**
Flight Phase :	Approach	**Occurrence Date :**	23 Feb 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 on approach at 500ft was twice targeted by a green laser.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200901671**
Flight Phase :	Landing	**Occurrence Date :**	23 Feb 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 at 400ft was targeted by a green laser, lasting approx 10secs. ATC and local authorities informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200902157**
Flight Phase :	Parked	**Occurrence Date :**	08 Mar 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Engine Malfunction Fuel	**Location Info :**	

Pretitle :
Fuel leak from nr2 engine drain mast on pushback following engine start. Engines shutdown, leak stopped. AFS in attendance.

Precis :
Engine starts carried out with all indications normal. Flight continued.

A/C Type :	A319	**Occurrence Number :**	**200902393**
Flight Phase :	Descent	**Occurrence Date :**	14 Mar 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	

Pretitle :
A319 crew believed they were cleared in descent to 2000ft. ATC advised that a/c was actually cleared to 2500ft. A319 allowed to continue at 2000ft.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200902453**
Flight Phase :	Hover	**Occurrence Date :**	17 Mar 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Technical Occurrence Diversion /Return	**Location Info :**	

Pretitle :
Transmission chip caption illuminated in hover. FRCs actioned.

Precis :
Substantial chip, approximately 3mm by 4mm, found on the plug. Chip classed as 'Stage C', no further defects found. Aircraft returned to service.

A/C Type :	A319	**Occurrence Number :**	**200902713**
Flight Phase :	Approach	**Occurrence Date :**	24 Mar 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 on approach was targeted by a green laser on two separate occurrences. First Officer's vision was impaired for a short period of time. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200903173**
Flight Phase :	Parked	**Occurrence Date :**	02 Apr 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Aircraft Occupant Injury / Death - Crew	**Location Info :**	

Pretitle :
Member of cabin crew trapped their finger in bar door causing swelling and bruising to finger. Ice applied.

Precis :

A/C Type :	Piper PA38 Tomahawk	**Occurrence Number :**	**200903245**
Flight Phase :	Cruise	**Occurrence Date :**	01 Apr 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	RT Problems	**Location Info :**	

Pretitle :
Radio failure.

Precis :

7000 squawk observed but carrier wave only calls heard. 7600 then selected by the aircraft. ATC established that the aircraft was only suffering transmitter failure and no other emergency. Aircraft given joining instructions and a local standby initiated. Aircraft landed safely.

A/C Type :	Partenavia P68	**Occurrence Number :**	**200905267**
Flight Phase :	Flight	**Occurrence Date :**	23 May 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Navigation Error Airspace Infringement	**Location Info :**	8W

Pretitle :
Infringement of the Liverpool CTR (Class D) by a P68 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200905316**
Flight Phase :	Cruise	**Occurrence Date :**	29 May 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Cabin pressure warning illuminated at FL190. Packs found in OFF position - reset to AUTO and precautionary descent initiated. Cabin altitude soon returned to normal.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200905999**
Flight Phase :	Parked	**Occurrence Date :**	13 Jun 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
During boarding of A319 passenger was hurt when guard rails on front steps moved due to springs and rubbers, which make the rail secure, being missing.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200906220**
Flight Phase :	Parked	**Occurrence Date :**	16 Jun 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Passengers were disembarking down the rear steps when loaders started to move the steps up.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200906253**
Flight Phase :	Cruise	**Occurrence Date :**	20 Jun 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
EC135 at 1000ft was targeted by a green laser. Perpetrator was apprehended.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200906693**
Flight Phase :	Climb	**Occurrence Date :**	30 Jun 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	3 S

Pretitle :
B737 cleared to 3000ft. On first call to ATC, pilot reported levelling at 4000ft. ATC confirmed cleared level of 3000ft. Standard separation maintained.

Precis :

A/C Type :	Partenavia P68	**Occurrence Number :**	**200907398**
Flight Phase :	Parked	**Occurrence Date :**	07 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Maintenance	**Location Info :**	

Pretitle :
Failure of emergency exit during training.

Precis :
While conducting emergency evacuation drills, the RH under wing drop-out window emergency exit catch was activated and an attempt made to push out the emergency exit. With the release catch confirmed as open/unlocked, the exit would not open. Assistance was obtained to prize the exit open from outside. Inspection revealed that mastic sealant had been applied to the rear vertical edge of the exit. It was also discovered that the window was jammed by a wood screw, which locates a wooden cleat supporting fuel and oil lines in the aft frame. After the mastic was removed and the screw was further countersunk, the exit operated normally. Maintenance staff directed not to use any form of mastic on such assemblies.
CAA Closure: Company Maintenance Error Management Notice No. RAV/MEM/07 issued to prohibit the use of such sealants, and to remind engineers that only aircraft manufacturers' recommended products should be used. Cleat screw also positioned correctly.

A/C Type :	A319	**Occurrence Number :**	**200907494**
Flight Phase :	Ground Handling	**Occurrence Date :**	14 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool

Events :	A/c Loading Problem	**Location Info :**	

Pretitle :
Rear hold nets found to be inadequately secured on arrival. Evidence that hold baggage had shifted during flight.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200907797**
Flight Phase :	Cruise	**Occurrence Date :**	27 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence RT Problems	**Location Info :**	

Pretitle :
Loss of radio contact with London ATC due to failure to return flight deck speakers to an audible level.

Precis :
Prior to descent, both pilots turned flight deck speakers off and used headsets to enable P2 to speak to passengers. Upon completion of brief both pilots removed headsets but neglected to return speakers to an audible level. Upon requesting descent crew were informed by London that they had been trying to contact aircraft for seven mins. Communications were fully established and two mins later an ACARS message was received from NMC requesting crew to contact London.

A/C Type :	Sipa 903	**Occurrence Number :**	**200907880**
Flight Phase :	Cruise	**Occurrence Date :**	25 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Navigation Error Airspace Infringement Loss of Standard Separation	**Location Info :**	

Pretitle :
Infringement of the Liverpool CTR (Class D) by a Sipa 903 at 1500ft. Traffic info and avoiding action given. Separation lost.

Precis :
CAA Closure: No further CAA action is considered applicable at this time.

A/C Type :	A319	**Occurrence Number :**	**200907883**
Flight Phase :	Approach	**Occurrence Date :**	28 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 on approach at 800ft was targeted by a green laser.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200907916**
Flight Phase :	Climb	**Occurrence Date :**	18 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Altitude Deviation (ATC)	**Location Info :**	

Pretitle :
As A319 was passing FL118 during cleared climb to FL140, ATC instructed A319 to level off at FL120. A319 reached FL124 before descending back to FL120. There was no TCAS conflict at any time.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200907920**
Flight Phase :	Descent	**Occurrence Date :**	29 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 in descent at 2000ft was targeted by a laser. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200907960**
Flight Phase :	Descent	**Occurrence Date :**	30 Jul 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	10SSW

Pretitle :
A319 in descent at 4000ft was targeted for approx 40secs by a green laser. ATC and local authorities informed.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200908025**
Flight Phase :	Hover	**Occurrence Date :**	02 Aug 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	1N

Pretitle :
EC135 in hover at 900ft was targeted by green laser on approx 20 separate occasions over a 15min period. Perpetrators were apprehended.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200908048**
Flight Phase :	Parked	**Occurrence Date :**	02 Aug 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
Passengers tried to board A319 via rear steps where door was closed and rail not in place. Passengers knocked on door and advised of their error. Passenger stated ground staff had told them to do it.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200908261**
Flight Phase :	Parked	**Occurrence Date :**	04 Aug 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Nr2 engine not shut down after parking on stand due to a member of the flight crew inadvertently leaving nr2 engine master switch on. The reporter cites tiredness as a factor.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200908536**
Flight Phase :	Descent	**Occurrence Date :**	12 Aug 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 on approach at 3500ft was targeted by a green laser. ATC were informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200908799**
Flight Phase :	Parked	**Occurrence Date :**	17 Aug 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ground (AD) Collision - Obstacle / Vehicle Ramp Incident	**Location Info :**	

Pretitle :
During walkround prior to departure, unreported damage was seen to door 2R lower edge skin area of A319. A319 was taken out of service. Investigation indicates a/c was hit by steps.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200909118**
Flight Phase :	Climb	**Occurrence Date :**	09 Aug 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
TMA failed to comply with coordination on an outbound B737 and turned the a/c into potential conflict with an inbound B737. Liverpool ATC's workload increased.

Precis :
B737(1) departed Liverpool on a POL4T departure. B737(2) was inbound to Liverpool via TIPOD (MACC IOM sector). IOM coordinator telephoned Liverpool Approach to release the inbound B737(2) and it was agreed that the B737(1) departure would maintain R/W heading (R/W27 in use) and the B737(2) inbound would be transferred heading 120deg at FL60. The inbound B737(2) called Liverpool approach and prior to descending the a/c the approach controller noted the departure, now working MACC, was turning North. The Liverpool controller did not descend the inbound until clear of conflict. There was no reported loss of separation. Unit investigation at MACC determined that the traffic situation on the MACC West sectors was complex and busy. The IOM planner had coordinated a plan with the Liverpool controller but not relayed this plan to the tactical controller.
CAA Closure: Appropriate ATC unit action taken at MACC.

A/C Type :	B737	**Occurrence Number :**	**200909540**
Flight Phase :	Approach	**Occurrence Date :**	01 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 on approach was targeted by a green laser. ATC and local authorities informed.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200909605**
Flight Phase :	Parked	**Occurrence Date :**	06 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
Forward nr1 door emergency chute deployed in error whilst awaiting passengers for departure.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200909618**
Flight Phase :	Descent	**Occurrence Date :**	06 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at 2000ft was targeted by a green laser. ATC and local authorities informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200909902**
Flight Phase :	Descent	**Occurrence Date :**	10 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at 2000ft was targeted by a laser. ATC had informed A319 that previous traffic had also been targeted by a laser.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200909934**
Flight Phase :	Descent	**Occurrence Date :**	12 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at 3000ft was targeted by green laser on two separate occasions. ATC informed.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200910180**
Flight Phase :	Landing	**Occurrence Date :**	20 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 at 200ft was targeted by a green laser. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200910277**
Flight Phase :	Ground Handling	**Occurrence Date :**	14 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem Security Event	**Location Info :**	

Pretitle :
Unaccompanied hold bag found arrival. Bag left on a/c from previous sector.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200910432**
Flight Phase :	Cruise	**Occurrence Date :**	27 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
EC135 at 800ft was targeted by a green laser.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200910647**
Flight Phase :	Ground Handling	**Occurrence Date :**	01 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Loading Problem Security Event	**Location Info :**	

Pretitle :
Carriage of unaccompanied hold baggage.

Precis :
Due to ten late arrival passengers at the gate, ground crew were instructed to offload the subject passengers checked in baggage. Bags identified, however, due to a 10min departure window, the Captain agreed to accept the passengers and reinstate the baggage onto the a/c. Company station manager informed the Captain that the passengers could not be accepted. Subsequently, the bags were not taken back off the a/c.

A/C Type :	DHC8	**Occurrence Number :**	**200910793**
Flight Phase :	Approach	**Occurrence Date :**	03 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
DHC8 on approach was targeted by a green laser. ATC informed.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200910797**
Flight Phase :	Descent	**Occurrence Date :**	25 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation UK Airprox	**Location Info :**	

Pretitle :
UK AIRPROX 2009/118 - B737 and a helicopter at Liverpool at 2000ft.

Precis :
B737 was maintaining 2000ft on a heading downwind for R/W27 when traffic was observed on TCAS. ATC were dealing with other traffic and, when eventually contacted, were alerted to the situation. ATC issued avoiding action. At no time did B737 receive a TCAS TA. Helicopter had been cleared not above 1500ft, which the pilot read back correctly, however, it climbed above its cleared altitude into conflict with the B737.
CAA Closure: This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	A319	**Occurrence Number :**	**200910993**
Flight Phase :	Taxi	**Occurrence Date :**	06 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Equipment / System Failure	**Location Info :**	

Pretitle :
Nr1 engine starter mechanical failure during engine start on pushback. Both engines shut down and aircraft towed back onto stand.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200911024**
Flight Phase :	Descent	**Occurrence Date :**	09 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at 2500ft was targeted by a green laser. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200911143**
Flight Phase :	Take Off	**Occurrence Date :**	13 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike Rejected Take-Off Engine Shutdown	**Location Info :**	

Pretitle :
Multiple birds struck a/c during t/o roll at 120kts resulting in nose swing to the right followed by surge of RH engine. High speed RTO performed. Fire services attended. RH engine shut down.

Precis :
On inspection, three birds found to have struck nose, nose wheel, right wing and RH engine.

A/C Type :	B737	**Occurrence Number :**	**200911355**
Flight Phase :	Descent	**Occurrence Date :**	17 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 in descent at FL70 was targeted by green laser twice. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200911463**
Flight Phase :	Descent	**Occurrence Date :**	21 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at FL70 was targeted by a green laser. ATC and local authorities informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200911526**
Flight Phase :	Descent	**Occurrence Date :**	23 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence ATC Occurrence Loss of Standard Separation	**Location Info :**	

Pretitle :
Liverpool inbound A319 tracked too far North and, when it turned downwind for R/W27, was almost level with extended centreline for R/W09. Separation was lost with a B737 that had departed R/W27.

Precis :
STCA and SMF activated.

A/C Type :	A319	**Occurrence Number :**	**200911819**
Flight Phase :	Ground Handling	**Occurrence Date :**	26 Oct 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
LH guard rail not extended on a catering vehicle. Approximate gap between a/c and vehicle 10-15 inches.

Precis :

A/C Type :	Piper PA31	**Occurrence Number :**	**200911941**
Flight Phase :	Approach	**Occurrence Date :**	02 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Landing Gear Problems	**Location Info :**	

Pretitle :
During approach upon selecting gear down, it was observed that only two greens were illuminated. TWR informed and confirmed that RH wheel appeared down. Normal landing with AFFS in attendance.

Precis :
During flight, the light holder was adjusted but did not initially illuminate. When the gear indicator was adjusted further it illuminated. Maintenance organisation interviewed the pilot and inspected the aircraft and found the system working satisfactorily. It is believed that the pilot closed the shutters on the indicator preventing visual of green light.

A/C Type :	DHC8	**Occurrence Number :**	**200912121**
Flight Phase :	Approach	**Occurrence Date :**	07 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence UK Airprox	**Location Info :**	3.25 NW

Pretitle :
UK AIRPROX 2009/143 - DHC8 and a C152 at 2000ft, 3.25nm Northwest of Liverpool.

Precis :
The DHC8 was inbound to Liverpool IFR. The a/c was positioned right hand downwind for R/W27, descending to 2500ft. The C152 was outbound VFR, routeing to leave the CTR to the NW, climbing to 1500ft. Its pilot had been warned about an inbound a/c (the DHC8) but was not given its position. As the DHC8 approached the airport it was cleared for a visual approach. Normally, the controller would limit its descent to 2500ft until it was clear of any VFR traffic. On this occasion the instruction was not issued. However, the controller believed that he had issued the altitude restriction, thereby providing 1000ft vertical separation between the subject a/c. Subsequently, realising that the DHC8 had descended below 2500ft, he issued traffic info to the pilot. By now the two a/c were approximately 2.7nm apart. The DHC8 and the C152 turned away from each other and the DHC8 stopped its descent.
CAA Closure: Appropriate ATC personnel action taken. This AIRPROX is subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	A320	**Occurrence Number :**	**200912549**
Flight Phase :	Approach	**Occurrence Date :**	20 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	0.5m

Pretitle :
A320 on approach at 1500ft was targeted by a green laser for approx 5-10secs. A police helicopter was in the vicinity and the perpetrator was apprehended.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**200912677**

Flight Phase :	Cruise	**Occurrence Date :**	24 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Technical Occurrence Diversion /Return	**Location Info :**	

Pretitle :
During flight 'FADEC DEGRADE' caption illuminated for nr1 engine. Aircraft returned.

Precis :
On inspection electrical connector unit found to be poorly connected. Connector cleaned and correctly tightened. Ground and air test carried out with no fault evident.

A/C Type :	B757	**Occurrence Number :**	**200912762**
Flight Phase :	Descent	**Occurrence Date :**	29 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation	**Location Info :**	SW

Pretitle :
B757 given descent to altitude 5000ft QNH984 millibars which was read back correctly with the exception of the word millibars. ATC then observed a/c descending through 5000ft levelling at 4500ft.

Precis :
When the cleared level was queried with the crew, they stated maintaining 5000. The crew were asked to check altimeter setting. Crew then reported climbing back to 5000ft. Standard separation maintained.

A/C Type :	DHC8	**Occurrence Number :**	**200912815**
Flight Phase :	Approach	**Occurrence Date :**	27 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
DHC8 on approach was targeted by a laser. ATC and local authorities informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200913709**
Flight Phase :	Parked	**Occurrence Date :**	31 Dec 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence 3rd Party Injury / Death	**Location Info :**	

Pretitle :
Rear door 2L escape slide malfunctioned and was blown on stand injuring ground engineer.

Precis :
After doors were disarmed on stand prior to disembarkation, door 2L was slightly opened and escape slide partially deployed (with girt bar still engaged and door still indicating disarmed with pin in place). Cabin crew held onto door and engineer confirmed that they would allow slide to be blown. Steps were moved and slide fired and fully inflated knocking engineer to the ground, causing injury.

CAA Closure: The event is suspected to be caused by the inadvertent opening of the door in the incorrect sequence. A Quality Notice has been issued to engineers and crew. Crew training is also to be reviewed.

A/C Type :	B737	**Occurrence Number :**	**201000042**
Flight Phase :	Climb	**Occurrence Date :**	04 Jan 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Equipment / System Malfunction Emergency Call Diversion /Return Emergency / Precautionary Evacuation	**Location Info :**	

Pretitle :
Emergency declared and aircraft returned due to a fire warning during climb out. Squawk 7700 selected. Full emergency initiated by ADC. Uneventful landing with fire services in attendance.

Precis :
Passengers disembarked on runway.

A/C Type :	Saab 2000	**Occurrence Number :**	**200913825**
Flight Phase :	Initial Climb	**Occurrence Date :**	20 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
Saab 2000 on initial climb was targeted by a green laser for approx 30secs. ATC informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201000818**
Flight Phase :	Parked	**Occurrence Date :**	29 Jan 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
During passenger disembarkation, mobile steps at door 1L dropped approx 1m below the door opening. Steps repositioned. No injuries reported. Mobile steps have been removed from service.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**201001362**
Flight Phase :	Descent	**Occurrence Date :**	17 Feb 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Altitude Deviation (ATC) Flight Crew Occurrence	**Location Info :**	

	Altitude Deviation Adverse Weather

Pretitle :
DHC8 on a standard missed approach to 2500ft was at 1950ft when ATC requested stop climb at 2000ft. AP disconnected and a/c levelled at 2650ft.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201001621**
Flight Phase :	Take Off	**Occurrence Date :**	25 Feb 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on take-off.

Precis :
'N' vibration level observed to be between 2.0 and 4.0 units but with vibration throughout the aircraft. All other parameters normal. QRH actioned and the aircraft returned to the departure airport. Inspection found bird remains and damage to fan blades.

A/C Type :	Saab 2000	**Occurrence Number :**	**201001953**
Flight Phase :	Landing	**Occurrence Date :**	03 Mar 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	A/c Technical Occurrence Falling Object	**Location Info :**	

Pretitle :
Flight crew notified by Airfield Ops of an icefall from the a/c on landing. ATC notified. Debris removed from R/W. Investigation revealed a leaking water inlet on the side of the a/c.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201002267**
Flight Phase :	Taxi	**Occurrence Date :**	12 Mar 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
A/c not cleared to pushback until a taxing a/c had parked. ATC then observed the a/c commence pushback before the conflicting traffic had parked.

Precis :
ATC queried with the crew who stated they had told the pushback crew not to push until conflicting a/c had parked on stand. Pushback crew stated that the headsets are faulty and they didn't hear the flight deck properly. Ground handler allegedly only has 2 serviceable headsets. Aerodrome Safety Officer has spoken to the pushback crew and advised them of their error and reminded them not to

pushback until they hear the instruction to do so loud and clear.

A/C Type :	B737	**Occurrence Number :**	**201002700**
Flight Phase :	Descent	**Occurrence Date :**	28 Mar 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	8NE

Pretitle :
B737 in descent at FL80 was targeted by a green laser. ATC and police informed.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201002944**
Flight Phase :	Parked	**Occurrence Date :**	01 Apr 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence	**Location Info :**	

Pretitle :
A member of the cabin crew inadvertently deployed emergency slide 2L upon arrival onto the stand.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201003124**
Flight Phase :	Climb	**Occurrence Date :**	10 Apr 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
Liverpool ATC cleared a B737 to take-off without obtaining a radar release from MACC. The first MACC knew of the a/c was when Liverpool called to obtain a higher level for the a/c.

Precis :
No other traffic affected. Controller apologised.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**201003558**
Flight Phase :	Cruise	**Occurrence Date :**	24 Apr 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	The Dingle

Pretitle :
EC135 at 1000ft was targeted by a green laser on two occasions.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201003583**
Flight Phase :	Landing	**Occurrence Date :**	25 Apr 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on RH wing/flaps during landing roll. Wing flap guide dust/dirt cover damaged.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201003833**
Flight Phase :	Take Off	**Occurrence Date :**	11 Apr 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on rotation. Nr1 engine struck and damaged. Aircraft returned.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201003983**
Flight Phase :	Descent	**Occurrence Date :**	02 May 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	10W

Pretitle :
B737 in descent at 2500ft was targeted by green laser. Local authorities informed.

Precis :

A/C Type :	B757	**Occurrence Number :**	**201004088**
Flight Phase :	Climb	**Occurrence Date :**	10 May 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Altitude Deviation (ATC) Flight Crew Occurrence	**Location Info :**	15E

Pretitle :
B757 passing FL165 for FL200 when ATC instructed a/c to stop climb at FL170. A/c unable to stop climb and reached FL175 before descending. Traffic info and avoiding action given.

Precis :
Standard separation maintained. The B757 having been instructed to descend but appeared to react slowly and was given a further heading instruction and requested to expedite his turn. With a/c not turning as expected the instruction was upgraded to avoiding action and traffic info passed.

A/C Type :	B737	**Occurrence Number :**	**201004261**
Flight Phase :	Ground Handling	**Occurrence Date :**	09 May 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Ramp Incident	**Location Info :**	

Pretitle :
B737 pushed from Stand 11 without clearance. Same company a/c on Stand 6 told to hold position. B737 was to be positioned from Stand 11 to 5 but no request had been made to ATC.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201004438**
Flight Phase :	Climb	**Occurrence Date :**	13 May 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Loss of Standard Separation	**Location Info :**	10 S

Pretitle :
Loss of separation between an A319 and a BE350. SMF activated.

Precis :
ATC training in progress.

A/C Type :	A319	**Occurrence Number :**	**201004637**
Flight Phase :	Approach	**Occurrence Date :**	20 May 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	TCAS Report A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
A319 on ILS approach R/W27L at 750ft received a TCAS RA 'descend'. No other traffic in the vicinity. Crew fully visual. A/P disconnected and approach continued to an uneventful landing.

Precis :
TCAS RA believed to be spurious.

A/C Type :	A319	**Occurrence Number :**	**201004977**
Flight Phase :	Descent	**Occurrence Date :**	31 May 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 in descent at 3500ft was targeted by a green laser.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**201005918**
Flight Phase :	Climb	**Occurrence Date :**	22 Jun 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Loss of Standard Separation	**Location Info :**	3 N

Pretitle :
JS41 had been coordinated to continue R/W27 heading after departure, but JS41 followed the POL 4T SID and lost separation with an inbound B737. Traffic info and avoiding action given.

Precis :
The incident occurred because the aerodrome controller did not instruct the JS41 to continue on R/W heading in accordance with the agreed coordination.
CAA Closure: Appropriate ATC unit remedial action has been taken.

A/C Type :	A320	**Occurrence Number :**	**201006249**
Flight Phase :	Take Off	**Occurrence Date :**	28 Jun 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence	**Location Info :**	

Pretitle :
A319 cleared for take-off on a DESIG SID by Liverpool ATC without a radar release from MACC.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201006530**
Flight Phase :	Descent	**Occurrence Date :**	02 Jul 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation ATC Occurrence UK Airprox	**Location Info :**	S

Pretitle :
UK AIRPROX 2010/082 - A319 and a PA38. A319 received/complied with a TCAS RA.

Precis :
A319 on approach given traffic info on VFR traffic below.

A/C Type :	B737	**Occurrence Number :**	**201006687**
Flight Phase :	Descent	**Occurrence Date :**	07 Jul 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 descending through 3000ft was targeted by a green laser.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201007000**
Flight Phase :	Approach	**Occurrence Date :**	10 Jul 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
A319 on approach at 500ft was targeted by a white laser. Local authorities informed.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201007573**
Flight Phase :	Descent	**Occurrence Date :**	23 Jul 2010
Classification :	Occurrences	**Location :**	Liverpool
Events :	Miscellaneous Non-AD Occurrence	**Location Info :**	

Pretitle :
B737 in descent at 3500ft was targeted by a green laser. ATC and local authorities informed.

Precis :

PubRel

Date Printed : 06 August 2010

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

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 events within a 50nm radius of Liverpool (John Lennon) Airport, involving commercial air transport aircraft and at a height less than 3000ft.**
PERIOD : **01 January 2008 to 01 August 2010.**

A/C Type :	BN2 Islander T	**Occurrence Number :**	**200802228**
Flight Phase :	Cruise	**Occurrence Date :**	07 Mar 2008
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	UK Airprox ATC Occurrence Loss of Standard Separation	**Location Info :**	6 NE

Pretitle :
UK AIRPROX 25/2008 - BN2T and an A321 on approach to R/W23R at Manchester at 3000ft. Standard separation lost.

Precis :
BN2T was operating close to R/W23R ILS centreline and closing quickly on ILS traffic. BN2T was given traffic info and avoiding action. Traffic was broken off ILS and returned to hold. The BN2T was carrying out a CAT B flight, VFR, to the North of Manchester Airport at 3000ft, under the control of the FIN DIR. The A321 was vectored to the ILS runway 23R and transferred to the TWR frequency. At the time, the BN2T was operating approximately 3nm from the final approach path. After transferring the A321, the BN2T started to route towards the approach. The FIN DIR requested the BN2T to turn but the pilot said he could not deviate. He was given an avoiding action turn. Separation lost. MATS Part 1 states that CAT B flights have priority over 'normal flights'.
CAA Closure: Appropriate ATC personnel action taken. This occurrence will be the subject of a separate review by the UK Airprox Board (UKAB).

A/C Type :	Eurocopter EC120	**Occurrence Number :**	**200803270**
Flight Phase :	Climb	**Occurrence Date :**	03 Apr 2008

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.

Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence Flight Crew Occurrence Navigation Error UK Airprox Emergency Call	**Location Info :**	7 SE

Pretitle :
UK AIRPROX 37/2008 - A319 and EC120 at Liverpool at 2500ft.

Precis :
As A319 was passing 2500ft on downwind leg for R/W27, it received a TCAS TA on pop up traffic, an EC120. EC120 contacted ATC and A319 was given a 30deg right turn. Whilst on a VFR flight, the EC120 pilot unintentionally entered IMC conditions. The EC120 climbed, issued a PAN Call to Liverpool ATC and eventually landed at Liverpool.
CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	BN2 Islander	**Occurrence Number :**	**200810929**
Flight Phase :	Unknown	**Occurrence Date :**	05 Oct 2008
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence ATC Conflict UK Airprox	**Location Info :**	4 SSE

Pretitle :
UK AIRPROX 140/2008 - A319 and a BN2, 4nm SSE of Liverpool at 2400ft.

Precis :
The BN2 was operating on a CAT B flight, approximately 5nm Southeast of Liverpool Airport, within the CTR (Class D airspace). It was on a VFR clearance not above 2000ft with APP and the ADC Controller was informed of its presence. The A319 was released for departure by APP from R/W09, on heading 210deg climbing to 3000ft. The BN2 was informed about the A319 and reported visual after it had taken off. The A319 was not informed about the BN2. ATC procedures for IFR/VFR traffic in Class D airspace require information to be issued to both flights.
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 :	B737	**Occurrence Number :**	**200910797**
Flight Phase :	Descent	**Occurrence Date :**	25 Sep 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	Flight Crew Occurrence Altitude Deviation UK Airprox	**Location Info :**	

Pretitle :
UK AIRPROX 2009/118 - B737 and a helicopter at Liverpool at 2000ft.

Precis :
B737 was maintaining 2000ft on a heading downwind for R/W27 when traffic was observed on TCAS. ATC were dealing with other traffic and, when eventually contacted, were alerted to the situation. ATC issued avoiding action. At no time did B737 receive a TCAS TA. Helicopter had been cleared not above 1500ft, which the pilot read back correctly, however, it climbed above its cleared altitude into conflict with the B737.

CAA Closure: This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

A/C Type :	DHC8	**Occurrence Number :**	**200912121**
Flight Phase :	Approach	**Occurrence Date :**	07 Nov 2009
Classification :	Occurrences	**Location :**	Liverpool
Events :	ATC Occurrence UK Airprox	**Location Info :**	3.25 NW

Pretitle :
UK AIRPROX 2009/143 - DHC8 and a C152 at 2000ft, 3.25nm Northwest of Liverpool.

Precis :
The DHC8 was inbound to Liverpool IFR. The a/c was positioned right hand downwind for R/W27, descending to 2500ft. The C152 was outbound VFR, routeing to leave the CTR to the NW, climbing to 1500ft. Its pilot had been warned about an inbound a/c (the DHC8) but was not given its position. As the DHC8 approached the airport it was cleared for a visual approach. Normally, the controller would limit its descent to 2500ft until it was clear of any VFR traffic. On this occasion the instruction was not issued. However, the controller believed that he had issued the altitude restriction, thereby providing 1000ft vertical separation between the subject a/c. Subsequently, realising that the DHC8 had descended below 2500ft, he issued traffic info to the pilot. By now the two a/c were approximately 2.7nm apart. The DHC8 and the C152 turned away from each other and the DHC8 stopped its descent.
CAA Closure: Appropriate ATC personnel action taken. This AIRPROX is subject to a separate review by the United Kingdom AIRPROX Board (UKAB).