Finance and Corporate Services
Information Management

14 May 2013
FOIA reference: F0001518

Dear XXXX

I am writing in respect of your recent application of 19 April 2013, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

> *"I would be grateful if you could provide me with incidents recorded within your MOR scheme which references either an engine stall or on-board fire of a commercial airline (with >100 on-board passengers) for the 2012 calendar year (If possible referencing the model of the airliner involved), and any none sensitive description of the incident.*
>
> *Please could I have from your UK Airprox Board database, a summary of airprox incidents involving a commercial airline (with >100 on-board passengers) for the 2012 calendar year, (If possible referencing the model of the airliner involved), and any none sensitive description of the incident".*

Our response:

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

Incident reports are provided to the CAA under the terms of the Mandatory Occurrence Reporting (MOR) scheme, as described under Article 226 of the Air Navigation Order 2009 (ANO). Each report made is reviewed and, where appropriate, further investigation carried out and action taken.

We have searched the database for any occurrence involving a commercial airline operating as a revenue passenger flight for the calendar year 2012 which references an engine stall/surge or fire event and provided a summary of those occurrences in two separate reports (see attached).

The Mandatory Occurrence Reporting form is not intended to collect the numbers of passengers on each flight. In order to meet your requirements we have filtered the results further to any aircraft which has the capacity to hold 100 or more passengers.

As stated in previous correspondence we are unable to provide identifying information such as the operator of the aircraft as it is prevented from release by section 23 of the Civil

Civil Aviation Authority
Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 768512 rick.chatfield@caa.co.uk

Aviation Act 1982. We have therefore removed this information from the reports provided under section 44(1)(a) of the FOIA (a copy of this exemption can be found enclosed).

Additionally the UK Airprox Board (UKAB) separately collect reports of Airprox incidents, which fall outside the CAA's scheme, in part because Airprox reports are recorded to a different level of detail from other MORs. The recording of an Airprox does not require passenger numbers to be recorded therefore we have provided details of any Airprox reports recorded for the calendar year 2012 involving a passenger aircraft (see attached). A brief summary of the events can be found on their website where the UKAB produces a regular review of recently assessed Airprox incidents:

http://www.airproxboard.org.uk/default.aspx?catid=423&pagetype=68&gid=988.

Some of the incidents detailed in the attachment have not yet been fully assessed by the UKAB, and therefore do not appear in the reviews on their website.

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
Information Rights and Enquiries Officer

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.

PubRel

Date Produced: 05 August 2013

Safety Regulation Group
Safety Data

Aviation House **Gatwick Airport South** **West Sussex** **RH6 0YR**	Direct Dial Direct Fax E-mail	01293 573220 01293 573972 sdd@caa.co.uk	Switchboard Fax	01293 567171 01293 573999

These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) Scheme 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 CAT Aeroplanes (capacity for 100 passengers) operating a passenger flight with a fire event.**
PERIOD : **01 January 2012 – 31 December 2012.**

Make/mdl/srs:	BOEING 777	**File Number:**	**201200673**
Phase of Flight:	Taxi	**UTC Date:**	19/01/2012
Classification:	Incident	**Location:**	St Lucia
Event Type:	3200 Landing gear Fire 3242 Brakes 1200 Servicing		

Headline:
Ground staff observed flames from brakes during taxi in.

Narrative:
Nr3 brake assembly unit allowed to cool and wheel assembly removed for inspection. Grease contamination found and excess grease removed from lower inboard portion of brake unit and wheel bearing. Wheel assembly replaced. No further defects found.

Make/mdl/srs:	BOEING 747	**File Number:**	**201201872**
Phase of Flight:	Take-off	**UTC Date:**	22/02/2012
Classification:	Incident	**Location:**	London-Heathrow - LHR
Event Type:	7200 Turbine engine Aircraft fire Noise / rattle Aircraft return Fuel dumping 7700 Engine indicating system		

Headline:
Engine surge on rotation.

Narrative:
As rotation commenced two loud bangs were heard followed by nr3 engine temperature increasing rapidly. ECL carried out. Climb continued to FL100. Cabin crew reported a series of bangs followed by two loud bangs and approx 6ft jet of flame from the nr3 engine. Maintrol contacted and a/c returned. No PAN declared due quiet ATC and vectors given for fuel jettison. Engine shutdown and a/c landed safely. Engine inspection revealed no damage and all actions by crew carried out correctly. Engineering suspect an engine surge. Further investigation suggested a HP compressor fault.

Make/mdl/srs:	BOEING 747	**File Number:**	**201202317**
Phase of Flight:	Cruise	**UTC Date:**	03/03/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Fire 2530 Buffet/galleys 2600 Fire protection system		

Headline:
Fire in upper deck galley oven. Fire extinguisher used, oven isolated and C/B pulled. Source of fire identified as spillage from previous oven contents.

Narrative:

Make/mdl/srs:	BOEING 747	**File Number:**	**201202585**
Phase of Flight:	Cruise	**UTC Date:**	11/03/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Smoke Fire 2530 Buffet/galleys 2600 Fire protection system		

Headline:
Cardboard trays for heating bread overheated in warming cupboard and began to burn.

Narrative:
Trays were unloaded in to a bin and a BCF extinguisher used to put out any fire. Trays then doused in water to cool any hot spots. Warming cupboard C/B pulled.

Make/mdl/srs:	BOEING 777	**File Number:**	**201203366**
Phase of Flight:	Cruise	**UTC Date:**	01/04/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Fire 2530 Buffet/galleys Aerodrome services / operations		

Headline:
Oven fire due to build up of waste and grease. Fire extinguished by cabin crew member.

Narrative:
At rear of ovens 2 and 3 sheets of blue roll were vertically stacked to heating element and partially covering the fan. Red embers were visible.

Make/mdl/srs:	BOEING 747	**File Number:**	**201207518**
Phase of Flight:	Initial climb	**UTC Date:**	04/07/2012
Classification:	Incident	**Location:**	London-Heathrow - LHR
Event Type:	7200 Turbine engine Engine shutdown/flameout Declared emergency Aircraft fire 2800 Fuel system Declared emergency - Distress Aircraft return		

Headline:
MAYDAY declared and a/c returned following an engine fire and subsequent shutdown of engine nr4.

Narrative:
The a/c suffered severe damage to engine nr4. Fuel dumped and an emergency landing was safely carried out.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201209550**
Phase of Flight:	Take-off	**UTC Date:**	11/08/2012
Classification:	Incident	**Location:**	Frankfurt
Event Type:	7200 Turbine engine Rejected take-off Aircraft fire Aerodrome services / operations		

Headline:
Loud bang heard and take-off rejected at 120kts. Tailpipefire in nr2 engine. All passengers disembarked safely. Awaiting Foreign Authority decision on investigation type.

Narrative:
Fire services attended and extinguished the fire. A/c towed back to stand.

Make/mdl/srs:	BOEING 767	**File Number:**	**201210155**
Phase of Flight:	Initial climb	**UTC Date:**	27/08/2012
Classification:	Incident	**Location:**	London-Heathrow - LHR
Event Type:	7201 Turbine engine - generally Declared emergency 3200 Landing gear Fire Aircraft return Overweight landing Aircraft fire Declared emergency - Urgency		

Headline:
Serious incident: PAN declared and a/c returned for emergency landing with nr1 engine vibration. Overweight landing overheated main gear brakes and resulted in fire in brake area.

Narrative:
CAA Closure: AAIB downgraded the event to non-reportable. No further CAA action.

Make/mdl/srs:	BOEING 737	**File Number:**	**201210981**
Phase of Flight:	Cruise	**UTC Date:**	05/09/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Aircraft/system/component Fire Aircraft fire 2510 Flight compartment 2700 Aircraft flight control		

Headline:
Fire in flight deck. Extinguished and flight continued. Subject to AAIU Investigation. AAIB assistance offered if required.

Narrative:

Make/mdl/srs:	BOEING 767	**File Number:**	**201212037**
Phase of Flight:	Cruise	**UTC Date:**	01/10/2012
Classification:	Incident	**Location:**	En route
Event Type:	Fire - Galley 2560 Emergency equipment		

Headline:
Fire in oven nr4 extinguished with BCF. Circuit breaker pulled.

Narrative:
Caused by food being heated in the oven in its packaging and not with the use of metal food inserts. The ovens have unprotected fans, the packaging jammed the fan and caught fire. Reporter suggests Notice to Cabin Crew as this is not an isolated occurrence.

Make/mdl/srs:	BOEING 777	**File Number:**	**201212559**
Phase of Flight:	Standing : Engine(s) Shut Down	**UTC Date:**	12/10/2012
Classification:	Incident	**Location:**	VOMM (MAA) : Chennai Intl
Event Type:	Fire - Landing gear		

Headline:
Fumes and flames seen from RH inner wheel of main undercarriage as a/c arrived on stand.

Narrative:
Fire services called, ground equipment including fuel bowsers removed from a/c. Fire had self extinguished before fire services arrived at a/c. Engineering confirmed fire was the result of hot brakes.

Make/mdl/srs:	BOEING 767	**File Number:**	**201214017**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	19/11/2012
Classification:	Incident	**Location:**	EGPH (EDI): Edinburgh
Event Type:	Fire - Other location		

Headline:
GPU caught fire whilst attached to a/c. Boarding suspended. Ground staff deployed fire extinguishers. Fire services attended and declared GPU safe. No damage to a/c.

Narrative:

Make/mdl/srs:	BOEING 777	**File Number:**	**201215615**
Phase of Flight:	Taxiing to/from runway	**UTC Date:**	31/12/2012
Classification:	Incident	**Location:**	RJAA (NRT): Tokyo/New Tokyo Intl
Event Type:	Fire - APU		

Headline:
Fire reported coming from APU exhaust by ramp staff.

Narrative:
Three spurts of flames observed coming from the APU exhaust as the a/c taxied past stand. The occurrence coincided with APU start up and no further incidents occurred. Ramp staff informed flight crew. Tech Log entry made and engineers informed.

Number of Records: 13

PubRel

Date Produced: 05 August 2013

Safety Regulation Group
Safety Data

Aviation House **Gatwick Airport South** **West Sussex** **RH6 0YR**	Direct Dial Direct Fax E-mail	01293 573220 01293 573972 sdd@caa.co.uk	Switchboard Fax	01293 567171 01293 573999

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SUBJECT: **MORs involving CAT Aeroplanes (capacity for 100 passengers) operating a passenger flight with a fire event.**
PERIOD : **01 January 2012 – 31 December 2012.**

Make/mdl/srs:	BOEING 777	**File Number:**	**201200673**
Phase of Flight:	Taxi	**UTC Date:**	19/01/2012
Classification:	Incident	**Location:**	St Lucia
Event Type:	3200 Landing gear Fire 3242 Brakes 1200 Servicing		

Headline:
Ground staff observed flames from brakes during taxi in.

Narrative:
Nr3 brake assembly unit allowed to cool and wheel assembly removed for inspection. Grease contamination found and excess grease removed from lower inboard portion of brake unit and wheel bearing. Wheel assembly replaced. No further defects found.

Make/mdl/srs:	BOEING 747	**File Number:**	**201201872**
Phase of Flight:	Take-off	**UTC Date:**	22/02/2012
Classification:	Incident	**Location:**	London-Heathrow - LHR
Event Type:	7200 Turbine engine Aircraft fire Noise / rattle Aircraft return Fuel dumping 7700 Engine indicating system		

Headline:
Engine surge on rotation.

Narrative:
As rotation commenced two loud bangs were heard followed by nr3 engine temperature increasing rapidly. ECL carried out. Climb continued to FL100. Cabin crew reported a series of bangs followed by two loud bangs and approx 6ft jet of flame from the nr3 engine. Maintrol contacted and a/c returned. No PAN declared due quiet ATC and vectors given for fuel jettison. Engine shutdown and a/c landed safely. Engine inspection revealed no damage and all actions by crew carried out correctly. Engineering suspect an engine surge. Further investigation suggested a HP compressor fault.

Make/mdl/srs:	BOEING 747	**File Number:**	**201202317**
Phase of Flight:	Cruise	**UTC Date:**	03/03/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Fire 2530 Buffet/galleys 2600 Fire protection system		

Headline:
Fire in upper deck galley oven. Fire extinguisher used, oven isolated and C/B pulled. Source of fire identified as spillage from previous oven contents.

Narrative:

Make/mdl/srs:	BOEING 747	**File Number:**	**201202585**
Phase of Flight:	Cruise	**UTC Date:**	11/03/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Smoke Fire 2530 Buffet/galleys 2600 Fire protection system		

Headline:
Cardboard trays for heating bread overheated in warming cupboard and began to burn.

Narrative:
Trays were unloaded in to a bin and a BCF extinguisher used to put out any fire. Trays then doused in water to cool any hot spots. Warming cupboard C/B pulled.

Make/mdl/srs:	BOEING 777	**File Number:**	**201203366**
Phase of Flight:	Cruise	**UTC Date:**	01/04/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Fire 2530 Buffet/galleys Aerodrome services / operations		

Headline:
Oven fire due to build up of waste and grease. Fire extinguished by cabin crew member.

Narrative:
At rear of ovens 2 and 3 sheets of blue roll were vertically stacked to heating element and partially covering the fan. Red embers were visible.

Make/mdl/srs:	BOEING 747	**File Number:**	**201207518**
Phase of Flight:	Initial climb	**UTC Date:**	04/07/2012
Classification:	Incident	**Location:**	London-Heathrow - LHR
Event Type:	7200 Turbine engine Engine shutdown/flameout Declared emergency Aircraft fire 2800 Fuel system Declared emergency - Distress Aircraft return		

Headline:
MAYDAY declared and a/c returned following an engine fire and subsequent shutdown of engine nr4.

Narrative:
The a/c suffered severe damage to engine nr4. Fuel dumped and an emergency landing was safely carried out.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201209550**
Phase of Flight:	Take-off	**UTC Date:**	11/08/2012
Classification:	Incident	**Location:**	Frankfurt
Event Type:	7200 Turbine engine Rejected take-off Aircraft fire Aerodrome services / operations		

Headline:
Loud bang heard and take-off rejected at 120kts. Tailpipefire in nr2 engine. All passengers disembarked safely. Awaiting Foreign Authority decision on investigation type.

Narrative:
Fire services attended and extinguished the fire. A/c towed back to stand.

Make/mdl/srs:	BOEING 767	**File Number:**	**201210155**
Phase of Flight:	Initial climb	**UTC Date:**	27/08/2012
Classification:	Incident	**Location:**	London-Heathrow - LHR
Event Type:	7201 Turbine engine - generally Declared emergency 3200 Landing gear Fire Aircraft return Overweight landing Aircraft fire Declared emergency - Urgency		

Headline:
Serious incident: PAN declared and a/c returned for emergency landing with nr1 engine vibration. Overweight landing overheated main gear brakes and resulted in fire in brake area.

Narrative:
CAA Closure: AAIB downgraded the event to non-reportable. No further CAA action.

Make/mdl/srs:	BOEING 737	**File Number:**	**201210981**
Phase of Flight:	Cruise	**UTC Date:**	05/09/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Aircraft/system/component Fire Aircraft fire 2510 Flight compartment 2700 Aircraft flight control		

Headline:
Fire in flight deck. Extinguished and flight continued. Subject to AAIU Investigation. AAIB assistance offered if required.

Narrative:

Make/mdl/srs:	BOEING 767	**File Number:**	**201212037**
Phase of Flight:	Cruise	**UTC Date:**	01/10/2012
Classification:	Incident	**Location:**	En route
Event Type:	Fire - Galley 2560 Emergency equipment		

Headline:
Fire in oven nr4 extinguished with BCF. Circuit breaker pulled.

Narrative:
Caused by food being heated in the oven in its packaging and not with the use of metal food inserts. The ovens have unprotected fans, the packaging jammed the fan and caught fire. Reporter suggests Notice to Cabin Crew as this is not an isolated occurrence.

Make/mdl/srs:	BOEING 777	**File Number:**	**201212559**
Phase of Flight:	Standing : Engine(s) Shut Down	**UTC Date:**	12/10/2012
Classification:	Incident	**Location:**	VOMM (MAA) : Chennai Intl
Event Type:	Fire - Landing gear		

Headline:
Fumes and flames seen from RH inner wheel of main undercarriage as a/c arrived on stand.

Narrative:
Fire services called, ground equipment including fuel bowsers removed from a/c. Fire had self extinguished before fire services arrived at a/c. Engineering confirmed fire was the result of hot brakes.

Make/mdl/srs:	BOEING 767	**File Number:**	**201214017**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	19/11/2012
Classification:	Incident	**Location:**	EGPH (EDI): Edinburgh
Event Type:	Fire - Other location		

Headline:
GPU caught fire whilst attached to a/c. Boarding suspended. Ground staff deployed fire extinguishers. Fire services attended and declared GPU safe. No damage to a/c.

Narrative:

Make/mdl/srs:	BOEING 777	**File Number:**	**201215615**
Phase of Flight:	Taxiing to/from runway	**UTC Date:**	31/12/2012
Classification:	Incident	**Location:**	RJAA (NRT): Tokyo/New Tokyo Intl
Event Type:	Fire - APU		

Headline:
Fire reported coming from APU exhaust by ramp staff.

Narrative:
Three spurts of flames observed coming from the APU exhaust as the a/c taxied past stand. The occurrence coincided with APU start up and no further incidents occurred. Ramp staff informed flight crew. Tech Log entry made and engineers informed.

Number of Records: 13

Airprox No	Date	Latitude	Longitude	Altitude	Risk Category	Ac 1 Type
2012001	Wednesday, January 04, 2012	5606N	00150W	18000	C	DHC-8 (DASH 8)
2012017	Thursday, February 16, 2012	5334N	00331W	01000	E	DAUPHIN SA 365
2012020	Saturday, February 25, 2012	5135N	00146W	34000	C	AIRBUS A320, A321
2012029	Monday, March 05, 2012	5131N	00014E	03000	C	EMBRAER 170/175
2012045	Wednesday, March 28, 2012	5045N	00108W	10000	C	ATR42, -72
2012046	Tuesday, March 27, 2012	5558N	00128W	03500	E	A319
2012050	Tuesday, April 17, 2012	5139N	00012W	08000	C	AIRBUS A320, A321
2012051	Friday, April 20, 2012	5722N	00420W	03700	C	A319
2012052	Tuesday, April 17, 2012	5211N	00007E	06000	C	A319
2012053	Tuesday, April 17, 2012	5131N	00001E	01500	E	EMBRAER 190/195
2012061	Sunday, May 06, 2012	5312N	00309W	04000	C	A319
2012062	Sunday, May 06, 2012	5627N	00316W	06200	C	DO 328
2012064	Friday, May 11, 2012	5103N	00215W	10000	C	ATR42, -72
2012075	Saturday, June 02, 2012	5114N	00021W	11000	C	B777
2012078	Wednesday, June 13, 2012	5251N	00137W	03400	C	DHC-8 (DASH 8)
2012092	Monday, July 02, 2012	5109N	00011W	00100	C	BOEING B737
2012094	Tuesday, July 03, 2012	5552N	00405W	18000	C	SAAB 2000
2012099	Sunday, July 08, 2012	5110N	00019E	15000	C	A319
2012104	Thursday, July 19, 2012	5401N	00020W	08000	C	JETSTREAM 41
2012112	Friday, July 27, 2012	5501N	00717W	02000	E	BOEING B737
2012114	Wednesday, July 25, 2012	5154N	00042W	05000	D	AIRBUS A320, A321
2012115	Saturday, August 04, 2012	5109N	00011W	00000	C	BOEING B737
2012118	Thursday, August 09, 2012	5122N	00042E	11000	D	BOEING B737
2012125	Thursday, August 16, 2012	5044N	00328W	01400	E	EMBRAER 170/175
2012126	Friday, August 17, 2012	5540N	00620W	00700	C	SUPER KING AIR 200/300/350
2012133	Saturday, September 01, 2012	5233N	00148W	02500	E	BOEING B737
2012146	Thursday, September 13, 2012	5555N	00416W	02000	E	A319
2012152	Friday, September 07, 2012	5449N	00028W	24000	C	HAWK
2012154	Wednesday, October 03, 2012	5108N	00017W	03000	C	DHC-8 (DASH 8)

2012156	Saturday, October 06, 2012	5131N	00028W	01500	A	ATR42, -72
2012164	Thursday, November 15, 2012	5245N	00139E	01500	C	AGUSTA 139
2012166	Sunday, December 02, 2012	5551N	00406W	04000	D	AIRBUS A320, A321
2012167	Tuesday, December 04, 2012	5514N	00133W	03800	C	JETSTREAM 41
2012173	Thursday, December 20, 2012	5713N	00207W	01000	C	SUPER PUMA/TIGER
2012175	Sunday, December 30, 2012	5110N	00003W	01500	D	B777

Ac 2 Type
JETSTREAM 41
PARTENAVIA P68, VICTOR
AIRBUS A-340
FOKKER 50
F/A 406 CARAVAN II
MANNED HOT AIR BALOON
AIRBUS A-340
TORNADO GR, IDS
CITATION 550, 551,560 (II - V)
APACHE HELICOPTER
TOMAHAWK
CESSNA 182 SKYLANE
HAWK
AIRBUS A320, A321
CHEROKEE / WARRIOR / ARROW
ATR42, -72
A319
AIRBUS A320, A321
F15 EAGLE
CESSNA 172
GLIDER (UNSPECIFIED)
AIRBUS A320, A321
WEATHER BALLOON
EUROCOPTER EC145
CHEROKEE / WARRIOR / ARROW
C-208 CARAVAN
EC135
SAAB 2000
A319

AGUSTA A109
CESSNA 150
UNKNOWN
TUCANO
EC135
UNKNOWN NON-POWERED OBJECT