Finance and Corporate Services
Information Management

16 July 2013
FOIA reference: F0001568

Dear XXXX

I am writing in respect of your recent application of 12 June 2013, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

> *"I would like to request the following information under the Freedom of Information Act.*
>
> *1. All incidents recorded in Mandatory Occurrence Reports (MORs) of planes and helicopters leaving and arriving at Newcastle International airport and Durham Tees Valley airport since June 2012.*
>
> *2. For each incident, I would also like to know the type of aircraft involved".*

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 carried out a search of the CAA MOR database for reports of aircraft or helicopters either en-route to or departing from both Newcastle International and Durham Tees Valley Airports for the dates 01 June 2012 to all processed reports as at 09 July 2013 inclusive, and provided two summary reports which includes the aircraft type involved.

We have however, removed identifying information from these reports as this information is exempt from disclosure under section 44 (1) (a) of the FOIA.

Section 44 (1) (a) of the FOIA provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information which relates to a particular person (which includes a company or organisation) and has been supplied to the CAA pursuant to an ANO is prohibited from disclosure, (a copy of this exemption can be found enclosed).

For more information about the Mandatory Occurrence Reporting scheme, please refer to CAP382 which can be found at: www.caa.co.uk/cap382

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

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.

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Date Produced: 16 July 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 for aircraft en-route to or departing from Durham Tees Valley Airport.**
PERIOD : **All processed reports from 01 June 2012 to 09 July 2013 inclusive.**

Make/mdl/srs:	DASSAULT MYSTERE FALCON200	**File Number:**	**201209391**
Phase of Flight:	Take-off	**UTC Date:**	09/08/2012
Classification:	Accident	**Location:**	Durham Tees Valley (TD)
Event Type:	Aircraft bird strike Rejected take-off Aeroplane flight path deviation Aircraft overrun Aircraft handling		

Headline:
UK Reportable Accident. Take-off rejected due to birdstrike. A/c overran approx 100ft outside undershoot area onto grass. Three POB no injuries. Subject to AAIB Field investigation.

Narrative:
Full damage to be assessed. Landing gear in mud.

Make/mdl/srs:	CESSNA 172	**File Number:**	**201209810**
Phase of Flight:	Normal descent	**UTC Date:**	18/08/2012
Classification:	Accident	**Location:**	Near Baas Hill
Event Type:	Reciprocating engine - carburettor icing Forced landing Injuries from other sources		

Headline:
UK Reportable Accident: Forced landing in a field due to rough running engine. Two POB with minor injuries. A/c extensively damaged. AAIB AARF investigation.

Narrative:
CAA Closure: The a/c was returning to Old Sarum from Durham Tees Valley Airport when, approx 2hrs 40mins after take-off, the engine began to run rough and lose power. Despite the application of carburettor heat, and the selection of the fuel mixture to 'RICH', the engine continued to lose power. The pilot carried out a forced landing in a field which resulted in damage to the a/c's nose and wings. Both occupants received minor injuries but were able to leave the a/c unassisted. The pilot reported that the fuel tanks had been filled to maximum capacity (195 litres) prior to takeoff at Durham Tees Valley. The pilot's report indicated that approximately 70 litres of fuel should have been present in the fuel tanks at the time of the incident. A review of the weather conditions prevalent at the time of the accident showed there was the potential for moderate carburettor icing at cruise engine power settings. It is therefore possible that the presence of carburettor icing may have contributed to the loss of engine power. AAIB Bulletin 02/2013, Ref: EW/G2012/08/13.

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201211266**
Phase of Flight:	Landing roll - on runway	**UTC Date:**	18/09/2012
Classification:	Incident	**Location:**	EGPD (ABZ): Aberdeen/Dyce
Event Type:	7201 Turbine engine - generally Aircraft operation general Engine shutdown - precautionary (soft)		

Headline:
Smoke observed coming from back of a/c during landing. A/c advised and engine subsequently shut down. Fire services attended.

Narrative:
CAA Closure: After a normal landing, smoke was reported as being seen from the LH engine. There were no fire indications. Emergency procedures were activated and there were no injuries to crew or passengers. An FDR download was completed, ground runs and engine control rigging checks carried out with no faults found. On further advice from the manufacturer, the fuel control unit (FCU) was removed for further inspection with no defects found. Additional information from the operator noted that on the a/c type there is an operator induced situation that can cause the reported issue, but could not be seen on the FDR readout. The engine can be caused to 'bog down' and possibly flame out if the crew have reverse selected on the power levers and then select the condition levers from 'flight' to 'taxi' with

the power levers in that condition. This situation is advised to all JS41 crews during training and their refresher training. Additionally, their SOPs also tell them that the power levers shall be out of reverse and in ground idle range before bringing condition levers back to 'taxi'. It is considered that this is the probable cause of the occurrence as there have been no further similar reported issues with the engine on the subject a/c subsequently. It is therefore a possibility that the crew did not adhere to operating procedures and they were further briefed on SOPs.

Make/mdl/srs:	DE HAVILLAND DHC8 UNKNOWN	**File Number:**	**201211584**
Phase of Flight:	Cruise En-route	**UTC Date:**	23/09/2012
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
DHC8 in descent received a TCAS RA 'adjust v/s' against climbing traffic below. Traffic info given. Slower RoD already initiated prior to TCAS warn.

Narrative:

Make/mdl/srs:	AEROSPATIALE AS365	**File Number:**	**201212599**
Phase of Flight:	Cruise	**UTC Date:**	16/10/2012
Classification:	Incident	**Location:**	En route
Event Type:	5201 Doors - general Declared emergency - Urgency		

Headline:
In cruise at 1500ft, loud bang heard and RH forward door frame distorted and perspex window had shattered. PAN declared.

Narrative:
Door found to be still closed and locked with lock bolts still in place. Frame distorted by 45deg.

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201213173**
Phase of Flight:	Taxi to runway	**UTC Date:**	30/10/2012
Classification:	Incident	**Location:**	Teesside
Event Type:	Flight crew By an aircraft Deviation-taxi		

Headline:
JS41 lined up R/W05 without clearance. No other a/c were affected.

Narrative:
Crew cite distraction during taxi out as a contributory factor.

Make/mdl/srs:	DIAMOND DA42	**File Number:**	**201213625**
Phase of Flight:	Final approach	**UTC Date:**	08/11/2012
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	3260 Gear position & warning Declared emergency - Urgency Fly-past inspection Aerodrome services / operations		

Headline:
PAN declared due to unsafe landing gear indication.

Narrative:
Flypast inspection carried out and gear appeared to be down. Pilot elected to wait for daylight before landing. A/c landed safely with emergency services in attendance.

Make/mdl/srs:	CESSNA 152	**File Number:**	**201213700**
Phase of Flight:	Circuit pattern - final	**UTC Date:**	10/11/2012
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	8501 Reciprocating engine general Declared emergency - Urgency Precautionary landing		

Headline:
PAN declared due to rough running engine during visual circuits.

Narrative:
A/c cleared to approach and landed safely.

Make/mdl/srs:	FOKKER F28	**File Number:**	**201214264**
Phase of Flight:	Rejected take-off	**UTC Date:**	24/11/2012
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	Other warning system triggered Low speed rejected take-off		

Headline:
Rejected take-off due smoke indication in the cabin.

Narrative:
Emergency services attended the a/c to carry out inspection. No signs of fire were found.

Make/mdl/srs:	DIAMOND DA42	**File Number:**	**201214334**
Phase of Flight:	Intermediate approach	**UTC Date:**	08/11/2012
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	3260 Gear position & warning Precautionary landing Aerodrome services / operations 3300 Aircraft lighting		

Headline:
PAN declared and emergency landing carried out due to unsafe landing gear indication.

Narrative:
On selection of the landing gear, the gear was heard to travel but no green lights illuminated to indicate the gear was down and locked. Several actions taken but the indication still failed. A/c landed safely with emergency services in attendance. When landing gear was inspected, all lock stops were in position. The a/c manufacturer was contacted and it was found that with the instrument lighting panel not set to a high brightness setting (75%), the gear warning and three greens do not illuminate. The a/c manufacturer has been requested to rectify this setting. The company will amend the emergency checklist to ensure that if the Fire and Gear Warning test does not obtain three greens, that the LHS rotary lighting switch is turned onto a brighter setting.

Make/mdl/srs:	BOEING 737	**File Number:**	**201214475**
Phase of Flight:	Standing : Engine(s) Operating	**UTC Date:**	27/11/2012
Classification:	Incident	**Location:**	LEAL (ALC): Alicante
Event Type:	Ground handling		

Headline:
Ground crew failed to communicate to the flight deck when departing the a/c.

Narrative:
B737 parked on remote stand and in communication with the headset operative after a lengthy turnaround. No pushback required. Cleared to start nr1 engine and crew completed the 'Before Taxi Checklist'. Crew then maintained a lookout for the headset operative in order to receive a confirmation by hand signal that the a/c was clear to taxi. The headset operative was not visible from the flight deck. Crew subsequently advised that the headset operative had vacated the ramp and was back in the office. A/c was unable to proceed until the whereabouts of the headset operative had been established.

Make/mdl/srs:	DASSAULT MYSTERE FALCON20	**File Number:**	**201214482**
Phase of Flight:	Unknown	**UTC Date:**	01/11/2012
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	2700 Aircraft flight control		

Headline:
Control yoke seemed to produce a click when the a/c was required to turn in either direction. Symptoms only appeared when moving control yoke from neutral.

Narrative:
Symptoms disappeared below 20000ft. Following a previous report the fault could not be reproduced on the ground but it was noted that the aileron AFU sounded 'clunky'. As a precaution the aileron AFU was replaced. A/c returned to service and a similar fault was reported again after three sectors. Further investigation found the aileron AQ as a possible cause due to freezing of the main body swivel or hydraulic coupling swivel. Aileron AQ replaced and a/c returned to service with no further incidents reported.

Make/mdl/srs:	DASSAULT MYSTERE FALCON20	**File Number:**	**201214638**
Phase of Flight:	Initial climb	**UTC Date:**	04/12/2012
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	4900 Auxiliary power unit 2400 Electrical power system Fumes - Cockpit Declared emergency - Urgency Aircraft return 2560 Emergency equipment 2300 Communication system Other GPWS event		

Headline:
Fumes in flight deck after take-off. PAN declared. Fuel burnt off and a/c returned.

Narrative:
Fumes had been evident in flight deck before departure when APU bleed air had been selected to supply heating. Fumes dissipated when bleed air closed and DV window opened. APU failed on starting RH engine, after start there was a generator imbalance of approx 80amps. Attempts made to re balance, LH generator then went off line, engineering bought generator back on line. Following take-off when bleed valves opened fumes became evident in flight deck which began to intensify reducing visibility. Oxygen masks donned, air conditioning became hot and could not be controlled. PAN declared, fuel burnt to reduce landing weight and a/c landed. Reporter also states that first officers mask microphone did not function and during final approach there were some GPWS alerts which appeared to be spurious.

Make/mdl/srs:	CESSNA 177	**File Number:**	**201214793**
Phase of Flight:	Cruise	**UTC Date:**	08/12/2012
Classification:	Incident	**Location:**	Whitby
Event Type:	2400 Electrical power system Declared emergency - Urgency		

Headline:
PAN declared due to alternator failure. Full emergency called by ATC. A/c landed safely.

Narrative:
A/c unable to contact radar due to range and height. Switched off all un-necessary electrical items and proceeded to destination followed by SAR a/c, maintained radio and transponder contact through remainder of the flight. A/c landed safely.

Make/mdl/srs:	CESSNA 560	**File Number:**	**201215723**
Phase of Flight:	Intermediate approach	**UTC Date:**	06/11/2012
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	Interference by LASER/Beamer		

Headline:
Laser Attack.

Narrative:

Make/mdl/srs:	AEROSPATIALE SA365	**File Number:**	**201215775**
Phase of Flight:	En-route	**UTC Date:**	10/11/2012
Classification:	Incident	**Location:**	James Cook Hospital
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	FOKKER F28	**File Number:**	**201300266**
Phase of Flight:	Taxiing to/from runway	**UTC Date:**	13/01/2013
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	3244 Tyres		

Headline:
Red indication on tyre nr1. Fire services attended and checked wheels for heat.

Narrative:
Fire services reported that there did not appear to be any heat coming from the wheel and they remained in position whilst passengers disembarked.

Make/mdl/srs:	BOEING 737	**File Number:**	**201300574**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	22/01/2013
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	2800 Fuel system Aerodrome & ground aids Aerodrome services / operations		

Headline:
Fuel spilt from LH wing vent during refuelling.

Narrative:
Maintrol suspect an air lock prevented the fuel shut-off valve from operating. Emergency services attended to assist in the clean up. Investigation under 201301575.

Make/mdl/srs:	SIKORSKY S61	**File Number:**	**201300734**
Phase of Flight:	En-route	**UTC Date:**	27/01/2013
Classification:	Occurrence without safety effect	**Location:**	United Kingdom
Event Type:			

Headline:
PAN declared due to engine failure. A/c diverted

Narrative:

Make/mdl/srs:	FOKKER F28 UNKNOWN	**File Number:**	**201301226**
Phase of Flight:	Normal descent Climb to cruising level or altitude	**UTC Date:**	06/02/2013
Classification:	Occurrence without safety effect	**Location:**	EGNV (MME): TEESSIDE
Event Type:			

Headline:
A descending FK70 being vectored for R/W05 reported receiving a TCAS RA. Traffic info was passed to FK70.

Narrative:

Make/mdl/srs:	DIAMOND DA42 DASSAULT MYSTERE FALCON20	**File Number:**	**201301448**
Phase of Flight:	Cruise En-route	**UTC Date:**	12/02/2013
Classification:	Incident	**Location:**	SAB VOR
Event Type:	Flight crew/ANS Aircraft operation general Loss of separation - aircraft both airborne Information provision Civil Aviation Authority related event		

Headline:
UK AIRPROX 2013/008 - DA42 in receipt of a Deconfliction Service and a Falcon 20 (initially unknown) squawking 7000, in Class G airspace. Traffic info and avoiding action issued.

Narrative:
CAA Closure: The Falcon 20 crew, who were due to take part in a military exercise in the area, were visual with the DA42 at all times (with 2000ft vertical separation) whilst in Class G airspace. This

AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). The UKAB review indicates that the neither the DA42 crew nor the TAY controller were aware that the Falcon 20 had seen the DA42 and were taking visual separation against it. The UKAB have raised a recommendation on this event addressed to the Falcon 20 operator.

Make/mdl/srs:	FOKKER F28	**File Number:**	**201301823**
Phase of Flight:	Intermediate approach	**UTC Date:**	17/02/2013
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201302358**
Phase of Flight:	Landing roll - on runway	**UTC Date:**	05/03/2013
Classification:	Incident	**Location:**	LEAL (ALC): Alicante
Event Type:	Hard landing Bounced landing Flight crew		

Headline:
Hard and bounced landing. Stable approach, but insufficient and late flare.

Narrative:
Line training flight. Captain took control after the bounce and carried out the bounced landing recovery. Hard landing recorded at 2.3g.

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201302673**
Phase of Flight:	En-route	**UTC Date:**	13/03/2013
Classification:	Incident	**Location:**	Overhead North Shields
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	PIPER PA28	**File Number:**	**201303462**
Phase of Flight:	Take-off	**UTC Date:**	03/04/2013
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	Flight crew Operational issues Deviation-take-off By an aircraft		

Headline:
PA28 allegedly took off without ATC clearance. Standard separation maintained.

Narrative:
PA28 was instructed to line up and wait R/W05. Reporter states PA28 was subsequently observed to have become airborne before any take-off clearance had been issued.

Make/mdl/srs:	CESSNA 152	**File Number:**	**201303605**
Phase of Flight:	Circuit pattern - downwind	**UTC Date:**	06/04/2013
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	2300 Communication system Aircraft operation general		

Headline:
Radio failure.

Narrative:
After failing to read back a touch-and-go clearance, the a/c displayed the 7500 squawk whilst late downwind. Blind transmissions and relevant Aldis lamp signals were given to the a/c giving landing clearance and D&D informed. The a/c landed safely and pilot confirmed later that ATC transmissions could be heard.

Make/mdl/srs:	SAAB 2000	**File Number:**	**201303754**
Phase of Flight:	Rejected take-off	**UTC Date:**	07/04/2013
Classification:	Incident	**Location:**	EGHI (SOU): Southampton
Event Type:	Configuration warning triggered Low speed rejected take-off Propeller control		

Headline:
Low speed rejected take-off due to config warning.

Narrative:
After start and taxi checklists interrupted by busy ATC and cabin staff reporting 'cabin secure' as per procedures during taxi. Following interruption checklist continued rather than re-started as per procedures leading to omission of selection of 'power mode' item. Reporter concerned that previous days rostered duties could possibly have lead to fatigue as both flight crew had a full day of non flying and travelling duty the day before incident.

Make/mdl/srs:	PIPER PA28	**File Number:**	**201303887**
Phase of Flight:	Take-off run	**UTC Date:**	14/04/2013
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	Deviation-take-off Communications flight crew with ANS Aircraft operation general By an aircraft		

Headline:
PA28 departed R/W23 without take-off clearance. The controller did not hear the departure request and only heard a direction of turn out question. The pilot assumed the controller's response was take-off clearance. No other traffic were affected.

Narrative:
The controller elected not to say anything to the pilot at the time as the pilot had a long transit to Wycombe Air Park, in strong winds and possibly arriving in the dark and did not want it playing on the pilot's mind. The controller notified Wycombe ATC to let the pilot know that a report would be raised.

Make/mdl/srs:	BOEING 737 EMBRAER ERJ170	**File Number:**	**201303893**
Phase of Flight:	Normal descent En-route	**UTC Date:**	13/04/2013
Classification:	Occurrence without safety effect	**Location:**	MIRSI
Event Type:			

Headline:
During ALT CAP, B737 at FL293 with high RoD cleared to FL290, received/complied with TCAS RA to monitor V/S against an EMB170 at FL280. EMB170 received TCAS TA. ATC informed. Standard separation maintained.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201304149**
Phase of Flight:	Cruise	**UTC Date:**	18/04/2013
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
Disruptive passenger refused to comply with safety instructions and was arrested on arrival. Alcohol involved.

Narrative:

Make/mdl/srs:	DIAMOND DA42 PIPER PA31	**File Number:**	**201304333**
Phase of Flight:	Normal descent Unknown	**UTC Date:**	22/04/2013
Classification:	Serious incident	**Location:**	EIKN (NOC): Connaught regional airport
Event Type:	Aircraft operation general Loss of separation - aircraft both airborne Separation minima infringement Evasive manoeuvre		

Headline:
Serious Incident/Foreign: AIRPROX between two calibration a/c. Subject to investigation by the Irish Authorities.

Narrative:

Make/mdl/srs:	ROBINSON R44	**File Number:**	**201304708**
Phase of Flight:	Cruise	**UTC Date:**	01/05/2013
Classification:	Incident	**Location:**	EGNM (LBA): LEEDS BRADFORD
Event Type:	Flight preparation Aircraft navigation Airspace infringement		

Headline:
Infringement of the Leeds Bradford CTA (Class D) by an R44 at 3400ft. Pilot was informed of the infringement. No other a/c were in the area.

Narrative:

Make/mdl/srs:	EUROCOPTER EC135	**File Number:**	**201304864**
Phase of Flight:	En-route	**UTC Date:**	03/05/2013
Classification:	Incident	**Location:**	En-route
Event Type:	6320 Main rotor transmission Declared emergency - Urgency		

Headline:
PAN declared due to rotor capture problem. Pilot reported technical problem en-route and the aircraft would be returning to base shortly before. Aircraft landed safely in a field.

Narrative:

Make/mdl/srs:	EUROCOPTER EC135	**File Number:**	**201304887**
Phase of Flight:	Cruise	**UTC Date:**	05/05/2013
Classification:	Incident	**Location:**	Seaton Delaval
Event Type:	6300 Main rotor drive system Declared emergency - Urgency Forced landing		

Headline:
PAN declared due to increased noise levels coming from main gearbox area and 'Rotor Brake' caption illumination. A/c set down in a field.

Narrative:
Engineer report suggests suspected faulty brake cylinder. Rotor brake deactivated, rotor brake disc was ensured free. Transferred to deferred defects list. Investigation ongoing.

Make/mdl/srs:	EUROCOPTER EC135	**File Number:**	**201305757**
Phase of Flight:	Hovering	**UTC Date:**	21/05/2013
Classification:	Incident	**Location:**	Unknown
Event Type:	6200 Rotorcraft main rotor system Aircraft return		

Headline:
Rotor 'RPM' caption illuminated and RRPM indication showed zero. A/c returned.

Narrative:
Actions were carried out in accordance with FRCs. A/c declared unfit to continue, returned and placed unserviceable. Engineering informed.

Make/mdl/srs:	CESSNA 402	**File Number:**	**201305962**
Phase of Flight:	Cruise	**UTC Date:**	25/05/2013
Classification:	Incident	**Location:**	TILNI
Event Type:	Flight preparation Aircraft navigation Airspace infringement		

Headline:
Infringement of Airway P18 (Class D) by a C402 in cruise at FL90.

Narrative:
Reporter commented on the clarity of the chart in use and the subsequent misinterpretation of airspace.

Make/mdl/srs:	DASSAULT MYSTERE FALCON200	**File Number:**	**201306573**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	05/06/2013
Classification:	Incident	**Location:**	Climb to assigned level
Event Type:	Door warning system Emergency descent Aircraft return		

Headline:
Cargo door caption illuminated.

Narrative:
Door warning caption illuminated climbing through 23000ft. Descent immediately started, cabin altitude rising and differential falling. Descent rate increased and checklists actioned. A/c quickly established at 10000ft where cabin altitude rose to 9000ft. Visual inspection carried out and a/c returned.

Make/mdl/srs:	EUROCOPTER EC135	**File Number:**	**201307639**
Phase of Flight:	Cruise	**UTC Date:**	22/06/2013
Classification:	Incident	**Location:**	EGNV (MME): TEESSIDE
Event Type:	Interference by LASER/Beamer		

Headline:
Persistent green laser attack.

Narrative:

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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) 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 recorded for aircraft en-route to or departing from Newcastle International Airport.**
PERIOD : **All processed reports from 01 June 2012 to 09 July 2013 inclusive.**

Make/mdl/srs:	BOEING 757	**File Number:**	**201307832**
Phase of Flight:	Initial Approach	**UTC Date:**	24/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	ROBINSON R44 DE HAVILLAND DHC8	**File Number:**	**201307697**
Phase of Flight:	En-route Taxi to take-off position	**UTC Date:**	30/06/2013
Classification:	Incident	**Location:**	Beaulieu
Event Type:	Flight preparation Aircraft navigation Airspace infringement Communications flight crew with ANS 2300 Communication system Provision of ANS traffic information Airspace management		

Headline:
Infringement of the Southampton CTR (Class D) by a R44 squawking 7377 at 1700ft. Traffic info and avoiding action given. Standard separation maintained. DHC8 departure delayed until contact had faded from radar cover.

Narrative:
Attempts were made by Bournemouth to contact the helicopter but they reported that his RTF was intermittent and advised that he was landing at a private site near Beaulieu. Investigation under 201307215

Make/mdl/srs:	FOKKER F28 BEECH 300	**File Number:**	**201307686**
Phase of Flight:	Normal descent Climb to cruising level or altitude	**UTC Date:**	27/06/2013
Classification:	Incident	**Location:**	TILNI
Event Type:	Separation provision Separation minima infringement		

Headline:
Loss of separation between a Newcastle inbound FK70 and an outbound BE300 occurred during a MACC North and East combined Tactical session.

Narrative:
MACC Tactical controller had transferred the FK70 to Newcastle ATC at FL160, as per the standing agreement. Newcastle ATC then transferred the BE300 to MACC Tactical controller, climbing to FL150. MACC Tactical controller stated that this was taking place during a reasonably busy period in the rest of the sector. MACC Tactical controller was then made aware of a possible separation issue (Newcastle having allegedly descended the FK70) between the two aircraft, they turned the BE300 right by 10deg followed by a further 30deg right turn, however a loss of separation occurred.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201307642**
Phase of Flight:	Initial Approach	**UTC Date:**	22/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 777 BOEING 737	**File Number:**	**201307633**
Phase of Flight:	En-route En-route	**UTC Date:**	28/06/2013
Classification:	Occurrence without safety effect	**Location:**	NUGRA
Event Type:			

Headline:
B777 at FL340 received a TCAS RA and was observed to climb 200ft. Reporter stated that the other aircraft was a B737 1000ft below. Traffic info given. Standard separation maintained.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201307511**
Phase of Flight:	Push-back/tow	**UTC Date:**	21/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2200 Autoflight system		

Headline:
Uncommanded autopilot engagement.

Narrative:
Starting engines during pushback, performing control checks, controls felt very heavy in pitch almost felt disconnected and jerking in roll. All control switches in normal position and no C/B popped. Pulled back onto stand. Once back on stand re selected APU on BUS and Autopilot wailer sounded as if Autopilot had been engaged. No autopilot selected yet appeared to be fully hydraulically engaged from description given to engineering.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201307460**
Phase of Flight:	Normal descent	**UTC Date:**	24/06/2013
Classification:	Occurrence without safety effect	**Location:**	En-route
Event Type:			

Headline:
Flap overspeed on approach.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201307403**
Phase of Flight:	Final approach	**UTC Date:**	21/06/2013
Classification:	Occurrence without safety effect	**Location:**	GCTS (TFS): Tenerife Sur-Reina Sofia
Event Type:			

Headline:
Windshear warning on approach. Pilot elected to continue the approach for a successful landing.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201307364**
Phase of Flight:	Cruise	**UTC Date:**	23/06/2013
Classification:	Occurrence without safety effect	**Location:**	En-route
Event Type:			

Headline:
PAN declared due to passenger medical emergency. Aircraft diverted and was met by paramedics on arrival.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201307361**
Phase of Flight:	Standing	**UTC Date:**	21/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading Loading of cargo		

Headline:
Electric mobility aid not loaded iaw SOPs.

Narrative:
Reporter commented that during hold checks, the electric mobility aid was found to have been secured using tie down points already used to secure netting, however SOPs state that mobility aids must be secured using tie down points on the floor of the compartment that are not already used to secure a compartment net. Reporter also stated that the electric mobility aid was not on movement messages.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201307338**
Phase of Flight:	Normal descent	**UTC Date:**	23/06/2013
Classification:	Occurrence without safety effect	**Location:**	En-route
Event Type:			

Headline:
PAN declared due to passenger medical emergency. Paramedics met aircraft on arrival.

Narrative:

Make/mdl/srs:	EUROCOPTER EC135	**File Number:**	**201307324**
Phase of Flight:	En-route	**UTC Date:**	21/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2800 Fuel system Fumes - Cockpit		

Headline:
Fuel indication failure with associated loss of FQI.

Narrative:
At the same time as the failure all three crew members were aware of a pungent burning smell which quickly dissipated. Checklist consulted, a/c cleared to land. On inspection all circuit breakers found to be in. No urgency called needed as a/c had been cleared to land at the time of the incident.

Make/mdl/srs:	BOEING 737	**File Number:**	**201307299**
Phase of Flight:	Intermediate approach	**UTC Date:**	07/06/2013
Classification:	Incident	**Location:**	HESH (SSH): Sharm-El-Sheikh
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201307194**
Phase of Flight:	Standing	**UTC Date:**	19/06/2013
Classification:	Occurrence without safety effect	**Location:**	LPFR (FAO): Faro
Event Type:			

Headline:
Cabin crew illness. Crew member was removed from safety related duties.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201307151**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	18/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading Security generally		

Headline:
Item of hold baggage found on a/c arrival tagged for a different destination.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201307142**
Phase of Flight:	Approach - holding	**UTC Date:**	18/06/2013
Classification:	Incident	**Location:**	EGLL (LHR): London/Heathrow
Event Type:	Flight crew incapacitation/illness/medical issue Declared emergency - Urgency Aerodrome & ground aids		

Headline:
PAN declared due to flight crew incapacitation.

Narrative:
Captain suddenly became unwell and lost consciousness during a brief hold. Commuting cabin crew

member occupying third seat on flight deck undertook pilot incapacitation drill while first officer summoned senior cabin crew to flight deck. Unconscious crew member secured away from controls, PAN declared. Manual full flap landing made with expeditious taxi to stand for medical assistance.

Make/mdl/srs:	BOEING 757	**File Number:**	**201307061**
Phase of Flight:	Final approach	**UTC Date:**	15/06/2013
Classification:	Occurrence without safety effect	**Location:**	GCTS (TFS): Tenerife Sur-Reina Sofia

Event Type:

Headline:
Go-around flown due to windshear on approach. Subsequent approach successful.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201307046**
Phase of Flight:	Climb into traffic pattern	**UTC Date:**	28/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A319 BOEING 767	**File Number:**	**201306991**
Phase of Flight:	Climb to cruising level or altitude Cruise	**UTC Date:**	13/06/2013
Classification:	Occurrence without safety effect	**Location:**	UMBREL

Event Type:

Headline:
A319 in climb to FL290 received/complied with TCAS RA against a B767 at FL300. Traffic info given. Standard separation maintained.

Narrative:

Make/mdl/srs:	BAE AVRO146RJ	**File Number:**	**201306989**
Phase of Flight:	Standing	**UTC Date:**	16/06/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
Reported fuel leak. Later advised no fuel leak but engineer was going to tighten a loose bolt.

Narrative:

Make/mdl/srs:	AIRBUS A319 AIRBUS A330	**File Number:**	**201306955**
Phase of Flight:	Normal descent Landing	**UTC Date:**	15/06/2013
Classification:	Occurrence without safety effect	**Location:**	EGLL (LHR): London/Heathrow
Event Type:			

Headline:
A319 encountered wake vortex as they crossed R/W27R centreline to position for R/W27L, from preceding A330-300, 6.5-7nm ahead, landing on R/W27R.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201306926**
Phase of Flight:	Landing roll - on runway	**UTC Date:**	13/06/2013
Classification:	Incident	**Location:**	LGIR (HER): Iraklion/Nikos Kazantzakis
Event Type:	Hard landing		

Headline:
Heavy landing report as a result of slightly late flare.

Narrative:

Make/mdl/srs:	AIRBUS A319 UNKNOWN	**File Number:**	**201306880**
Phase of Flight:	Climb to cruising level or altitude Unknown aircraft category	**UTC Date:**	13/06/2013
Classification:	Occurrence without safety effect	**Location:**	En-route
Event Type:			

Headline:
On increasing their RoC, an A319 at FL280 cleared to FL290, received/complied with a TCAS RA to adjust V/S against opposite traffic. The traffic passed approx 2nm to the right of the A319. ATC informed. Standard separation maintained.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201306874**
Phase of Flight:	Intermediate approach	**UTC Date:**	25/05/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
White laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201306812**
Phase of Flight:	Assisted, Engine(s) Start-up	**UTC Date:**	11/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2801 Fuel leak 7300 Engine fuel and control system Aerodrome & ground aids		

Headline:
Fuel leak from RH engine during pushback.

Narrative:
During pushback, the ground crew reported fuel leaking from nr2 engine during start. Engine shut down and fire services attended the a/c. The a/c was returned to stand and passengers disembarked. Engineers inspection and ground runs carried out with no further leaks evident. A/c deemed serviceable and departure was re-commenced. The reporter has stated that occasionally a different pushback procedure is utilised when at this airport and had this happened, it is likely that the fuel leak would have gone unnoticed. Investigation under 201304546.

Make/mdl/srs:	BOEING 757 UNKNOWN	**File Number:**	**201306727**
Phase of Flight:	Initial climb Unknown aircraft category	**UTC Date:**	02/06/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Loss of separation - aircraft both airborne Provision of ANS traffic information		

Headline:
Potential loss of separation between a Newcastle outbound B757 on initial climb and traffic in B757's 10 o'clock position. Avoiding action given.

Narrative:
Reporter stated that the gliding site at nearby Currock Hill was active.

Make/mdl/srs:	BAE BAE146	**File Number:**	**201306684**
Phase of Flight:	Cruise	**UTC Date:**	07/06/2013
Classification:	Occurrence without safety effect	**Location:**	EGKK (LGW): London/Gatwick
Event Type:			

Headline:
PAN declared due to passenger medical emergency. Paramedics met a/c on arrival.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100 OTHER Military	**File Number:**	**201306500**
Phase of Flight:	Cruise En-route	**UTC Date:**	05/06/2013
Classification:	Incident	**Location:**	POL
Event Type:	Flight crew Coordination Aeroplane - deviation from altitude Provision of ANS traffic information Separation minima infringement		

Headline:
Loss of separation between a JS41 in cruise at FL170 and a military a/c that descended to FL177. Traffic info and avoiding action given.

Narrative:
MACC controller had been advised that a military a/c, at FL210 working LJAO Central, had requested and been coordinated to descend to FL180 to maintain 1000ft separation with the JS41. MACC then noticed the military a/c's Mode C readout descending below FL180 to FL177. MACC gave JS41 an avoiding action turn. The military a/c then climbed back to the coordinated FL180. JS41 flight crew stated they were visual with the military a/c.

Make/mdl/srs:	PIPER PA46	**File Number:**	**201306474**
Phase of Flight:	Cruise	**UTC Date:**	05/06/2013
Classification:	Incident	**Location:**	BODSO
Event Type:	Deviation-flight level/altitude		

Headline:
PA46 cleared to FL270 observed climbing to FL274. Controller asked pilot to confirm level. Pilot apologised and returned to FL270. Standard separation maintained.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201306413**
Phase of Flight:	Standing	**UTC Date:**	31/05/2013
Classification:	Incident	**Location:**	EGSS (STN): London/Stansted
Event Type:	2300 Communication system Communications flight crew with ANS		

Headline:
Stuck transmitter on ATC tower frequency.

Narrative:
A/c has a hand held microphone on the FO's side but it does not have a cradle/holder. Whilst retrieving paperwork FO inadvertently caught the microphone between flight bag and a/c bulkhead, pushing in the transmit switch causing a permanent transmit on the ATC tower frequency. This apparently lasted for 11mins causing ATC to use a secondary frequency. Airport worker informed flight crew. Lack of cradle entered into Tech Log.

Make/mdl/srs:	BOEING 737 AIRBUS A319	**File Number:**	**201306273**
Phase of Flight:	Climb to cruising level or altitude Normal descent	**UTC Date:**	01/06/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove TMA
Event Type:	Flight crew/ANS 2300 Communication system Aircraft operation general Deviation/ATC clearance		

Headline:
Belfast ATC frequency 128.5 was blocked causing ATC instructions to be delayed, resulting in an outbound B737 leaving CAS for 700ft during their climb between 5200ft and 5800ft.

Narrative:
ATC had instructed a Belfast inbound A319 to descend to 4000ft, but the reply was garbled and the frequency became blocked. ATC then issued climb instructions to the B737. ATC tried the EVCS equipment but the frequency remained blocked and pilots did not acknowledge instructions. ATC was eventually able to issue instructions. Reporter believes the frequency blockage may have been due to a sticky microphone on the A319. Reporter states there was no traffic to effect the B737.

Make/mdl/srs:	BOEING 737 BOEING 777	**File Number:**	**201306216**
Phase of Flight:	Climb to cruising level or altitude Normal descent	**UTC Date:**	31/05/2013
Classification:	Occurrence without safety effect	**Location:**	En-route
Event Type:			

Headline:
B737 at FL325 in climb to FL330 received/complied with TCAS RA to descend against a B777 in descent to FL340. Traffic info given. Standard separation maintained.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201306201**
Phase of Flight:	Normal descent	**UTC Date:**	30/05/2013
Classification:	Occurrence without safety effect	**Location:**	En-route

Event Type:

Headline:
PAN declared due to passenger medical emergency. Paramedics met a/c on arrival.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201306189**
Phase of Flight:	Standing	**UTC Date:**	25/05/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle

Event Type:

Headline:
Inadequately secured net discovered on arrival.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201306173**
Phase of Flight:	Initial climb	**UTC Date:**	29/05/2013
Classification:	Occurrence without safety effect	**Location:**	LGRP (RHO): Rodos/Diagoras

Event Type:

Headline:
Windshear and severe turbulence encounter on take-off. Windshear escape manoeuvre performed by crew.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201306063**
Phase of Flight:	Taxi from runway	**UTC Date:**	27/05/2013
Classification:	Incident	**Location:**	LGKR (CFU): Kerkira/Ioannis-Kapodistrias
Event Type:	Aerodrome layout		

Headline:
B757 following a 'follow me' vehicle on arrival directed to follow a taxi line which enters the runway environment, whilst another a/c was completing its landing roll. B757 held short to ensure no runway incursion and no conflict with the landing a/c.

Narrative:
B757 vacated R/W35 via exit B and instructed to follow the 'follow me' vehicle to Stand 5. On approaching the turn that leads to Stand 5, the crew realised the taxi line to be followed is on the runway side of holding point C by approx 2ft. It was observed that an a/c (another B757) was completing its landing roll, therefore the crew held short. Reporter states that had the a/c followed the taxi line, a runway incursion would have occurred with the potential for wing to wing contact with the landing a/c.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201306014**
Phase of Flight:	Cruise	**UTC Date:**	26/05/2013
Classification:	Occurrence without safety effect	**Location:**	LFBD (BOD): Bordeaux Mérignac
Event Type:			

Headline:
MAYDAY declared due to passenger medical emergency. A/c was diverted and paramedics met a/c on arrival.

Narrative:

Make/mdl/srs:	AIRBUS A319 AIRBUS A319	**File Number:**	**201305961**
Phase of Flight:	Normal descent Normal descent	**UTC Date:**	24/05/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Clearance related		

Headline:
Two Belfast inbound A319 vectored outside Belfast TMA during descent for RNAV approach to R/W07.

Narrative:
Belfast RAD 1 controller stated they had decided to route the a/c via LIRGU and belatedly recognised that, during the descent, the a/c had left CAS while transiting from Strangford CTA to Belfast TMA.

Reporter stated there was no conflicting traffic.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201305815**
Phase of Flight:	Final approach	**UTC Date:**	22/05/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Windshear		

Headline:
Airspeed increase of 20kts at 500ft on approach. Approach and landing continued.

Narrative:
Wind shifted rapidly from a tailwind to a headwind, resulting windshear caused an airspeed increase of 20kts before returning to normal.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201305493**
Phase of Flight:	Standing	**UTC Date:**	15/05/2013
Classification:	Occurrence without safety effect	**Location:**	EGHI (SOU): Southampton
Event Type:			

Headline:
Upon arrival it was noticed the hold nets were not secure in Hold 7. No damage to the a/c was reported.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201305481**
Phase of Flight:	Initial Approach	**UTC Date:**	05/05/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201305377**
Phase of Flight:	Missed approach or go-around	**UTC Date:**	13/05/2013
Classification:	Occurrence without safety effect	**Location:**	LTBS (DLM): Mugla/Dalaman
Event Type:			

Headline:
Go-around flown due to windshear warning on approach.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201305309**
Phase of Flight:	Final approach	**UTC Date:**	30/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	LET L410	**File Number:**	**201305303**
Phase of Flight:	Take-off	**UTC Date:**	10/05/2013
Classification:	Incident	**Location:**	EGNS (IOM): Isle Of Man/Ronaldsway
Event Type:	Flight crew/ANS Clearance related Flight crew By an aircraft		

Headline:
L410 allegedly took off without ATC clearance.

Narrative:
Reporter stated that L410 was instructed to "line-up R/W21, report ready for departure" which was correctly read back. L410 was subsequently observed beginning take-off roll and proceeded to take-off without an ATC take-off clearance. Radar controller had telephoned ATC with a revised clearance for the L410 but L410 had taken off without receiving the revised clearance. L410 was issue with the revised clearance shortly after becoming airborne.

Make/mdl/srs:	BOEING 737	**File Number:**	**201305299**
Phase of Flight:	Normal descent	**UTC Date:**	08/05/2013
Classification:	Occurrence without safety effect	**Location:**	En-route
Event Type:			

Headline:
PAN declared due to passenger medical emergency. Paramedics met a/c on arrival.

Narrative:

Make/mdl/srs:	BEECH 200	**File Number:**	**201305290**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	10/05/2013
Classification:	Incident	**Location:**	TILNI
Event Type:	Deviation-flight level/altitude		

Headline:
BE20 cleared climb FL130 was observed at FL134. Standard separation maintained.

Narrative:
At the time ATC were trying to split bandboxed East/North sectors. With no immediate danger of separation being lost North controller was informed and aircraft transferred to him. Once the aircraft called North controller he was instructed to check his pressure setting and confirm level. Aircraft then descended back down to FL130.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201305205**
Phase of Flight:	Final approach	**UTC Date:**	28/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	UNKNOWN	**File Number:**	**201305203**
Phase of Flight:	En-route	**UTC Date:**	27/04/2013
Classification:	Incident	**Location:**	Overhead York
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201305125**
Phase of Flight:	Normal descent	**UTC Date:**	09/05/2013
Classification:	Occurrence without safety effect	**Location:**	En-route

Event Type:

Headline:
PAN declared due to passenger medical emergency. Paramedics met a/c on arrival.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201305124**
Phase of Flight:	Final approach	**UTC Date:**	09/05/2013
Classification:	Occurrence without safety effect	**Location:**	EGKK (LGW): London/Gatwick

Event Type:

Headline:
Go-around flown due to windshear warnings. Subsequent approach was successful.

Narrative:

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201304959**
Phase of Flight:	Cruise	**UTC Date:**	04/05/2013
Classification:	Occurrence without safety effect	**Location:**	En-route

Event Type:

Headline:
A/c reported severe turbulence at FL210.

Narrative:
No other information was provided by the controller.

Make/mdl/srs:	BOEING 737	**File Number:**	**201304757**
Phase of Flight:	Final approach	**UTC Date:**	15/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201304663**
Phase of Flight:	Standing	**UTC Date:**	29/04/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
During turnaround the toilet truck hit the side of the a/c whilst positioning to service the toilet.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201304628**
Phase of Flight:	Landing roll - on runway	**UTC Date:**	30/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2510 Flight compartment Aircraft operation general		

Headline:
Faulty pilot footrest caused handling issues during landing roll.

Narrative:
Co-pilot's RH drop down footrest was loose on the mounting. The footrest lowered on landing, trapping the FO's leg and causing difficulties with a/c braking and steering during the landing roll.

Make/mdl/srs:	AIRBUS A321	**File Number:**	**201304606**
Phase of Flight:	Level off-touchdown	**UTC Date:**	29/04/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
Cabin crew injury upon landing. Cabin crew complained of a severe jolt on landing which caused back pain.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100 OTHER Military	**File Number:**	**201304594**
Phase of Flight:	Normal descent Unknown	**UTC Date:**	29/04/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
JS41 in descent at 7500ft, under a deconfliction service in Class G airspace, received/complied with TCAS RA to climb against a military a/c below. Traffic info given. Military a/c allegedly had JS41 in sight.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201304549**
Phase of Flight:	En-route	**UTC Date:**	29/04/2013
Classification:	Occurrence without safety effect	**Location:**	WHI
Event Type:			

Headline:
PAN declared due to passenger medical emergency. A/c diverted and paramedics met a/c on arrival.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201304531**
Phase of Flight:	Approach	**UTC Date:**	25/04/2013
Classification:	Incident	**Location:**	GCRR (ACE): Arrecife/Lanzarote
Event Type:	2780 Leading Edge Slat Control System		

Headline:
EICAS message 'Leading Edge Slat Asymmetry'.

Narrative:
QRH actioned and flap 20 selected. Aircraft landed without further incident.

Make/mdl/srs:	UNKNOWN	**File Number:**	**201304505**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	28/04/2013
Classification:	Incident	**Location:**	LACC
Event Type:	Air Navigation Services		

Headline:
Malicious interference/unlawful transmission on LACC S5 23 frequency 133.6.

Narrative:
The malicious interference/unlawful transmission occurred after an a/c had replied to LACC's instruction to climb to FL280. Reporter commented that no a/c were observed reacting to the unlawful transmission.

Make/mdl/srs:	BAE JETSTREAM4100 OTHER Military	**File Number:**	**201304470**
Phase of Flight:	En-route Climb to cruising level or altitude	**UTC Date:**	26/04/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
IFR JS41 at FL85, under a deconfliction service in Class G airspace, received/complied with TCAS RA to climb against a VFR military a/c in climb passing underneath JS41 from right to left. Traffic info and avoiding action given.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201304441**
Phase of Flight:	Standing	**UTC Date:**	25/04/2013
Classification:	Occurrence without safety effect	**Location:**	EGHI (SOU): Southampton
Event Type:			

Headline:
Unsecured nets discovered on arrival.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201304276**
Phase of Flight:	Standing	**UTC Date:**	15/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2565 Escape slide		

Headline:
Door 2R emergency slide incorrectly assembled.

Narrative:
Cabin staff reported that door 2R emergency slide girt bar sliding out of girt bar floor fittings. On investigation it was found that the upper part of the floor fitting attachment had been secured using a bolt with an incorrect part number

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Make/mdl/srs:	BOEING 757	**File Number:**	**201304268**
Phase of Flight:	Cruise	**UTC Date:**	21/04/2013
Classification:	Incident	**Location:**	LHBP (BUD): Budapest/Ferihegy
Event Type:	Medical emergency - passenger Diversion - other Fuel burn off Aircraft handling Stall warning triggered		

Headline:
Medical emergency, diversion with stick shaker activated on approach.

Narrative:
Passenger medical condition deteriorated rapidly leading to decision to divert for medical assistance. At this time a/c was 1500kg above maximum landing weight. Landing gear and air brakes extended in order to burn fuel to reduce weight to maximum landing weight +300kg. When flaps 20 extended, speed dropped and stick shaker activated. Pitch attitude reduced and throttles advanced, speed brakes retracted. Stick shaker stopped and speed recovered. Approach and landing uneventful.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201304022**
Phase of Flight:	Rejected take-off	**UTC Date:**	17/04/2013
Classification:	Incident	**Location:**	EGHI (SOU): Southampton
Event Type:	Other warning system triggered Propeller control High speed rejected take-off		

Headline:
Take-off rejected at 80kts.

Narrative:
When power levers advanced for take-off, nr1 Propeller Electronic Control (PEC) caution and 'powerplant' messages illuminated. Take-off rejected at 80kts and a/c returned to stand.

Make/mdl/srs:	BOEING 737	**File Number:**	**201303970**
Phase of Flight:	Cruise	**UTC Date:**	15/04/2013
Classification:	Incident	**Location:**	En route
Event Type:	2780 Leading Edge Slat Control System		

Headline:
Leading edge flap transit light and slat nr5 light illuminated during cruise. Landed flap 15.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201303858**
Phase of Flight:	Final approach	**UTC Date:**	12/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	3210 Main landing gear 3260 Gear position & warning Missed approach Ground aids generally		

Headline:
Go-around flown due to RH main landing gear failing to extend. RH gear red light remained illuminated and warning horn sounded.

Narrative:
Entered hold while QRH actioned and manual gear extension carried out. Green light illuminated. Continued for normal approach and landing with emergency services on standby.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201303838**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	11/04/2013
Classification:	Occurrence without safety effect	**Location:**	LPFR (FAO): Faro
Event Type:			

Headline:
Cabin crew illness.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100 UNKNOWN	**File Number:**	**201303797**
Phase of Flight:	En-route Unknown	**UTC Date:**	11/04/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
JS41 at FL140 in receipt of a De-confliction service received/complied with TCAS RA against multiple military contacts.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201303767**
Phase of Flight:	En-route	**UTC Date:**	10/04/2013
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
Passenger medical emergency.

Narrative:

Make/mdl/srs:	AIRBUS A320 BOEING 777	**File Number:**	**201303746**
Phase of Flight:	Climb to cruising level or altitude Climb to cruising level or altitude	**UTC Date:**	26/03/2013
Classification:	Occurrence without safety effect	**Location:**	En-route
Event Type:			

Headline:
A320 in climb passing 4000ft encountered wake vortex from preceding B777-200 approx 2mins ahead. ATC informed. A320 continued climb to 6000ft as per departure.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201303720**
Phase of Flight:	Approach	**UTC Date:**	09/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Icing conditions		

Headline:
Icing encountered on approach.

Narrative:
A/c configured for non icing approach but icing encountered so reconfigured for icing approach. Icing cleared so a/c reconfigured for normal approach.

Make/mdl/srs:	BOEING 737	**File Number:**	**201303634**
Phase of Flight:	Take-off run	**UTC Date:**	06/04/2013
Classification:	Incident	**Location:**	LEAL (ALC): Alicante
Event Type:	Deviation-take-off Low speed rejected take-off		

Headline:
A low speed rejected take-off performed due to allegedly mis-hearing an ATC instruction assumed to be 'reject take-off'. The B737 then returned to stand for refuelling.

Narrative:

Make/mdl/srs:	BOMBARDIER CL600 2D24	**File Number:**	**201303465**
Phase of Flight:	Assisted, Engine(s) Start-up	**UTC Date:**	04/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2801 Fuel leak Aerodrome & ground aids		

Headline:
After pushback ground crew noticed fuel leaking from an engine. AGI initiated and a/c towed back to stand.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201303444**
Phase of Flight:	Final approach	**UTC Date:**	02/04/2013
Classification:	Incident	**Location:**	EGJJ (JER): Jersey, Channel Is.
Event Type:	Unstabilised approach Ground proximity warning triggered		

Headline:
Glideslope alert on approach.

Narrative:
Approach allowed to flatten out resulting in a glideslope alert. Reporter mentions that this is a new route for this operator meaning that crew will be unfamiliar with approach.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201303390**
Phase of Flight:	Standing	**UTC Date:**	01/04/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Threats Cabin crew - other		

Headline:
Baggage found in cabin on arrival. Not offloaded from the previous sector.

Narrative:

Make/mdl/srs:	EMBRAER ERJ190	**File Number:**	**201303332**
Phase of Flight:	Standing	**UTC Date:**	01/04/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Fumes - Passenger cabin Evacuation Aerodrome services / operations		

Headline:
Fumes in the cabin on ground. A smell of burning plastic was reported and a ground incident was called.

Narrative:
Passengers were disembarked and fire services attended. No fire was evident and incident stood down shortly afterwards.

Make/mdl/srs:	BOEING 757	**File Number:**	**201303224**
Phase of Flight:	Cruise	**UTC Date:**	25/03/2013
Classification:	Incident	**Location:**	En route
Event Type:	7700 Engine indicating system Aircraft operation general Diversion - technical reasons Overweight landing		

Headline:
EPR fault.

Narrative:
RH Engine Pressure Ratio (EPR) large commanded sector approx one fifth gauge circumference. Reduced engine thrust 85% N1. Unable to maintain altitude. Diversion commenced at lower level approx 15000ft. Normal engine operation appeared to be restored. Two engine overweight precautionary landing carried out. EPR supply pipe later found damaged at T union.

Make/mdl/srs:	BOEING 757	**File Number:**	**201303216**
Phase of Flight:	Cruise	**UTC Date:**	26/03/2013
Classification:	Incident	**Location:**	En route
Event Type:	7700 Engine indicating system Diversion - technical reasons		

Headline:
A/c diverted due to RH engine EPR fault.

Narrative:
Fault traced to P1 line pipe damaged. Two pipes replaced but on engine start both RH and LH had no EPR indications. Both transmitters replaced, it is thought that the transmitters were damaged during troubleshooting.

Make/mdl/srs:	AIRBUS A319 AIRBUS A340	**File Number:**	**201303195**
Phase of Flight:	Final approach Final approach	**UTC Date:**	27/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGLL (LHR): London/Heathrow
Event Type:			

Headline:
An A319 being vectored for R/W09L experienced wake turbulence from the preceding a/c, an A340-600. A roll of approx 20deg was experienced. ATC were informed and separation minima was maintained.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201303191**
Phase of Flight:	Final approach	**UTC Date:**	24/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
Windshear warning. Go-around flown due to strong gust of wind while a/c in flare.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201303169**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	26/03/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2801 Fuel leak Aerodrome services / operations		

Headline:
Minor fuel leak on stand.

Narrative:

Make/mdl/srs:	PIPER PA31	**File Number:**	**201303165**
Phase of Flight:	Normal descent	**UTC Date:**	26/03/2013
Classification:	Incident	**Location:**	EGSS (STN): London/Stansted
Event Type:	Flight preparation Aircraft navigation Airspace infringement		

Headline:
A PA31 infringed the LTMA (Class A) at FL90 and then descended and exited the LTMA at 3400ft. The a/c was in contact with Southend. Standard separation was maintained.

Narrative:
Operator alerted and appropriate remedial action taken.

Make/mdl/srs:	BOEING 737	**File Number:**	**201303164**
Phase of Flight:	Landing roll - on runway	**UTC Date:**	22/03/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Crosswind Hard landing Injuries to persons		

Headline:
During crosswind landing higher than normal rate of descent resulted in a firm landing. One passenger reported slight injury.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201303146**
Phase of Flight:	Standing	**UTC Date:**	24/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
Upon arrival it was noticed the hold nets were unsecure. No damage to the a/c was reported.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201303104**
Phase of Flight:	Approach	**UTC Date:**	24/03/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Turbulence Windshear Environment-manoeuvre Aeroplane - deviation from altitude Missed approach 5700 Aircraft wing structure		

Headline:
Moderate turbulence and windshear encounter on approach with speed variations. Go-around flown.

Narrative:
At approx 300ft a/c sank, despite a large power increase a/c did not recover quickly enough, go-around flown. In go-around flap 15 limit exceeded by approx 4kts.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201303083**
Phase of Flight:	Initial climb	**UTC Date:**	23/03/2013
Classification:	Incident	**Location:**	EGAC (BHD): Belfast/City
Event Type:	Turbulence Stall warning triggered		

Headline:
Take-off in turbulent conditions resulting in brief stick shaker operation. Standard recovery flown.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201303050**
Phase of Flight:	Level off-touchdown	**UTC Date:**	24/03/2013
Classification:	Incident	**Location:**	LEAL (ALC): Alicante
Event Type:	Weather encounters Hard landing		

Headline:
Hard heavy landing in gusty conditions. Engineering check carried out, all satisfactory.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201302928**
Phase of Flight:	Cruise	**UTC Date:**	20/03/2013
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
Cabin crew illness. Stood down from safety related duties.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201302923**
Phase of Flight:	Final approach	**UTC Date:**	19/03/2013
Classification:	Occurrence without safety effect	**Location:**	GCTS (TFS): Tenerife Sur-Reina Sofia
Event Type:			

Headline:
Windshear encounter on approach. Approach continued.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201302891**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	15/03/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Security generally		

Headline:
Carriage of unaccompanied hold baggage due to an error at check in.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201302865**
Phase of Flight:	Normal descent	**UTC Date:**	19/03/2013
Classification:	Incident	**Location:**	MACC
Event Type:	ATM/CNS serviceability		

Headline:
Strip for descending A320 not delivered to S29. Controller located copy strips via the FIND function.

Narrative:
Original strips were in the system, however, they were not in the 'rubbish bin' and neither were they with the North or Wal/IOM sectors. The ATSA was also unable to retrieve the live strips.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201302857**
Phase of Flight:	Standing : Engine(s) Start-up	**UTC Date:**	01/03/2013
Classification:	Incident	**Location:**	EGLL (LHR): London/Heathrow
Event Type:	Fumes - Passenger cabin 2100 Air conditioning & pressurization		

Headline:
Fumes in passenger cabin during engine start.

Narrative:
Fumes evident in the vicinity of door 2. Also reported on return sector but for a shorter period.

Make/mdl/srs:	BOEING 737 BAE JETSTREAM4100	**File Number:**	**201302808**
Phase of Flight:	Initial Approach Approach	**UTC Date:**	18/03/2013
Classification:	Incident	**Location:**	EGBB (BHX): Birmingham
Event Type:	Deviation-flight level/altitude Information provision		

Headline:
Two a/c were being vectored for R/W33, a B737 and a JS41. The B737 had a cleared descent to 6000ft but descended to 5700ft. B737 given avoiding action. Standard separation was maintained.

Narrative:
Pilot failed to set the altimeter to QNH 991mbs.

Make/mdl/srs:	PIPER PA31 AIRBUS A319	**File Number:**	**201302789**
Phase of Flight:	Normal descent Final approach	**UTC Date:**	18/03/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Airspace management Clearance related		

Headline:
PA31 vectored for R/W07 left CAS at 1148hrs after being given a base turn heading. PA31 re-entered CAS at 1149hrs.

Narrative:
ATC were about to issue a base turn heading to the PA31 when an A319 had called at the final approach fix for R/W07. As a result PA31 was given the base turn later than planned and this, coupled with an Easterly wind, was not sufficient to keep the a/c inside CAS. ATC service was downgraded to a Traffic Service. Investigation under 201300411.

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201302679**
Phase of Flight:	Intermediate approach	**UTC Date:**	14/03/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201302676**
Phase of Flight:	Standing	**UTC Date:**	13/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
JS41 was hit by a reversing baggage cart. Initial reports suggest baggage handlers followed SOPs and used a banksman for reversing. Driver pressed the wrong peddle.

Narrative:

Make/mdl/srs:	UNKNOWN DE HAVILLAND DHC8	**File Number:**	**201302656**
Phase of Flight:	Approach Approach	**UTC Date:**	13/03/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201302645**
Phase of Flight:	Normal descent	**UTC Date:**	14/03/2013
Classification:	Incident	**Location:**	EGGW (LTN): London/Luton
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201302479**
Phase of Flight:	Cruise	**UTC Date:**	11/03/2013
Classification:	Incident	**Location:**	Exeter
Event Type:	Smoke - Cockpit Smoke - Passenger cabin Declared emergency - Urgency 3500 Oxygen system Diversion - technical reasons		

Headline:
PAN declared and a/c diverted due to smoke and fumes in the flight deck.

Narrative:
The Captain noticed a burning smell and smoke was observed coming up the side of the flight deck forward side window. QRH and troubleshooting commenced and a PAN was declared. Reports of smoke in the cabin came from the cabin manager and the decision was made to immediately divert. Flight crew donned oxygen masks. No warnings, cautions or advisories were showing and all systems appeared normal. ATC coordinated a diversion and the a/c landed safely. After landing, it became apparent that the burning smell was throughout the cabin and there was a smoke haze reported at floor level at the rear of the cabin. A/c removed from service.

Make/mdl/srs:	EUROCOPTER EC135 BAE JETSTREAM4100	**File Number:**	**201302415**
Phase of Flight:	Landing Taxi from runway	**UTC Date:**	08/03/2013
Classification:	Incident	**Location:**	EGPD (ABZ): Aberdeen/Dyce
Event Type:	2800 Fuel system Weather encounters Deviation-missed approach		

Headline:
EC135 on a very short final failed to comply with go-around instruction. Runway was still occupied by preceding JS41.

Narrative:
At the time the helicopter was concerned about fuel (approaching 'final reserve fuel') and declined instruction to go-around and was going to break left. Helicopter was instructed to vacate E3 and then as JS41 had vacated, was cleared to land. Pilot subsequently informed ATC Supervisor that he had understood the instruction and apologised for disregarding the instruction but explained why he had done so.

Make/mdl/srs:	AIRBUS A319 AIRBUS A320	**File Number:**	**201302388**
Phase of Flight:	Normal descent Normal descent	**UTC Date:**	06/03/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Coordination		

Headline:
Two inbound a/c possibly inadvertently vectored outside CAS.

Narrative:
At 1635hrs, an inbound A319 vectored outside CAS above the CTR by approx 3-4 radar sweeps. At 1858hrs an inbound A320 was possibly vectored just outside the edge of CAS at the Southwest TMA

boundary. Investigation under 201300411.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201302346**
Phase of Flight:	Normal descent	**UTC Date:**	07/03/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Coordination		

Headline:
A319 inbound via BLACA left CAS for approx 5nm before re-entering the Belfast TMA at FL105.

Narrative:
See also 201300411.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201302324**
Phase of Flight:	Taxi from runway	**UTC Date:**	05/03/2013
Classification:	Incident	**Location:**	EGHI (SOU): Southampton
Event Type:	Lighting Failure of the power supply		

Headline:
Complete failure of all aerodrome lighting whilst last a/c movement of the night, a DHC8, was taxiing along A to Stand 6. Pilot was advised of lighting failure.

Narrative:
At approx 2214hrs the aerodrome panel alarmed and showed faults to various aerodrome lights, this was shortly followed by a complete failure of all lighting. ADM and APP advised. Ops subsequently informed ATC that lighting fault was due to contractors and aerodrome lighting would be serviceable when airport opened the following day.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201302311**
Phase of Flight:	Standing	**UTC Date:**	04/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
Upon arrival hold nets were found to be unsecured. No damage to a/c was reported.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201302310**
Phase of Flight:	Standing	**UTC Date:**	02/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGHI (SOU): Southampton
Event Type:			

Headline:
Upon arrival it was noticed hold nets were unsecure. No damage to a/c was reported.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201302308**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	05/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
Cabin crew illness. Cabin crew member collapsed as a/c was arriving on stand after flight.

Narrative:

Make/mdl/srs:	AIRBUS A319 UNKNOWN	**File Number:**	**201302279**
Phase of Flight:	Take-off run Initial climb	**UTC Date:**	04/03/2013
Classification:	Occurrence without safety effect	**Location:**	EGLL (LHR): London/Heathrow
Event Type:			

Headline:
A319 on initial climb from R/W09R reported wake turbulence from preceding a/c. Causal a/c unknown.

Narrative:

Make/mdl/srs:	AIRBUS A320 AIRBUS A320	**File Number:**	**201302211**
Phase of Flight:	Climb to cruising level or altitude Climb to cruising level or altitude	**UTC Date:**	04/03/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Coordination		

Headline:
Two A320 a/c inadvertently vectored outside CAS when routing towards BLACA.

Narrative:
Investigation under 201300411.

Make/mdl/srs:	BOEING 737	**File Number:**	**201302180**
Phase of Flight:	Standing : Engine(s) Shut Down	**UTC Date:**	03/03/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2900 Hydraulic system Aerodrome & ground aids		

Headline:
Hydraulic vapour seen to be coming from RH main undercarriage during passenger disembarkation.

Narrative:
Fire service in attendance as a precaution. Leak seen to be from the vicinity of the RH main undercarriage brakes. Captain accidently inhaled vapour walking through mist. No report of medical problems.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201302144**
Phase of Flight:	Intermediate approach	**UTC Date:**	28/02/2013
Classification:	Occurrence without safety effect	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:			

Headline:
A320 was high approaching BLACA. Scottish told to keep a/c until level at FL100. A/c instead was transferred at FL120.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201302061**
Phase of Flight:	Standing	**UTC Date:**	14/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Aerodrome services / operations Damage to aircraft 5300 Aircraft's fuselage structure		

Headline:
DHC8 was reported as unserviceable due to a scratch or mark. Cause unknown.

Narrative:
Ground crew were unaware of any equipment having been taken near to the nose. It is believed that the scratch was noticed by either the pilot or engineer.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201302058**
Phase of Flight:	Taxi from runway	**UTC Date:**	26/02/2013
Classification:	Incident	**Location:**	EBBR (BRU): Bruxelles/National
Event Type:	By a vehicle/equipment		

Headline:
Ground vehicle failed to give way to a DHC8 during taxi in. A/c brought to a stop. Incident reported to ATC.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201302035**
Phase of Flight:	Standing	**UTC Date:**	22/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading		

Headline:
Incorrect baggage weights entered on the loadsheet resulting in a 1000kg discrepancy.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201302008**
Phase of Flight:	Initial Approach	**UTC Date:**	25/02/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Clearance related		

Headline:
Inbound A319 in at FL115 given a turn westbound from BLACA due to volume of inbound and outbound traffic. Controller subsequently realised that the turn had taken the a/c outside of CAS.

Narrative:
Investigation under 201300411.

Make/mdl/srs:	BOEING 737	**File Number:**	**201301962**
Phase of Flight:	Normal descent	**UTC Date:**	22/02/2013
Classification:	Incident	**Location:**	LEAL (ALC): Alicante
Event Type:	3416 Altitude system Other warning system triggered		

Headline:
MCP altitude window failure.

Narrative:
During descent, 8000 was set in the MCP altitude window. This value began to flicker between 8000 and 8100, and subsequently defaulted to 50000 and then failed to respond to the crew's inputs. A manual VOR/DME approach was flown in VMC and the a/c landed safely. The fault was rectified by engineering support but recurred shortly after take-off on the return sector. The crew had briefed for this and flew the a/c outside RVSM airspace for the initial climb. A high level of monitoring was devoted to the task of maintaining altitude by the crew, especially considering the distraction of 'ALT ALERT' visual and aural indications repeatedly operated throughout the flight. Some confusion existed with ATC due to a transmission of FL500 from the MCP (via mode S) which was accepted upon explanation by the crew. The subsequent approach and landing was uneventful.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201301939**
Phase of Flight:	Cruise	**UTC Date:**	23/02/2013
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
Cabin crew injury. Scalded arm in galley. Removed from safety related duties for the remainder of the flight.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201301772**
Phase of Flight:	Final approach	**UTC Date:**	14/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
White laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201301771**
Phase of Flight:	Intermediate approach	**UTC Date:**	14/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201301770**
Phase of Flight:	Intermediate approach	**UTC Date:**	14/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201301726**
Phase of Flight:	Taxi from runway	**UTC Date:**	19/02/2013
Classification:	Incident	**Location:**	EGHI (SOU): Southampton
Event Type:	Aircraft operation general		

Headline:
Approach checks were not carried out fully resulting in incorrect setting of Stby Hyd and PTU pumps (still switched off). This meant no hydraulic pressure for braking. Emergency brakes used to stop the a/c.

Narrative:
A/c had diverted due to weather at destination airport after 50mins in the hold and a go-around. Approach checks had been started but were interrupted by ATC calls and calls from handling agent.

Make/mdl/srs:	BOEING 737	**File Number:**	**201301646**
Phase of Flight:	Final approach	**UTC Date:**	17/02/2013
Classification:	Incident	**Location:**	LKPR (PRG): Praha/Ruzyne
Event Type:	GPWS nuisance alarm		

Headline:
GPWS false caution 'caution terrain ahead' at approx 100ft AGL.

Narrative:
Crew fully visual with runway, no risk to a/c. Normal landing carried out.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201301520**
Phase of Flight:	Approach	**UTC Date:**	13/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Turbulence Stall warning triggered		

Headline:
Go-around due stick shaker activation in turbulence.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201301478**
Phase of Flight:	Approach	**UTC Date:**	12/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2750 Trailing edge flap control system Ground proximity warning triggered Aircraft handling		

Headline:
GPWS 'Too Low Flaps' warning.

Narrative:
Flap 15 briefed. During descent some ice had accumulated and was slow to clear. At 8nm pilot decided that an icing flap 35 landing was more appropriate and speeds debugged accordingly. GPWS landing flap selector was left at 15 causing the 'Too Low Flap' warning at approx 200ft. Flap 35 selected and normal landing carried out.

Make/mdl/srs:	BOEING 737	**File Number:**	**201301396**
Phase of Flight:	Final approach	**UTC Date:**	08/02/2013
Classification:	Occurrence without safety effect	**Location:**	GCTS (TFS): Tenerife Sur-Reina Sofia
Event Type:			

Headline:
Approach unstable at 500ft, positive windshear encounter. Go-around flown.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201301369**
Phase of Flight:	Normal descent	**UTC Date:**	07/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Electrical smell - Galley 3300 Aircraft lighting		

Headline:
Electrical burning smell in rear galley.

Narrative:
The smell, described at 'lit matches', was detected from the area near the crew seat, it was intermittent and cabin staff could not locate the source of the odour. C/Bs were pulled for the galley electrical services and the flight continued as the situation was not developing further. The a/c made a normal approach and landing. Engineers investigation found that an overhead cabin side wall bulb was beginning to spark and smoulder, producing a burning smell similar to that detected beforehand. The bulb was removed, lighting

isolated and the surrounding area examined.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201301352**
Phase of Flight:	Circuit pattern - downwind	**UTC Date:**	08/02/2013
Classification:	Incident	**Location:**	EGGD (BRS): Bristol/Lulsgate
Event Type:	Deviation-flight level/altitude		

Headline:
A319 cleared to descend to 5000ft and then 4500ft. The crew then queried their cleared altitude and were seen to descend to 3900ft. They were corrected by the controller and continued descent.

Narrative:
By the time the a/c was at 3900ft, clearance could be given to descend to 2500ft, which was given immediately. No other traffic was affected. The operators report indicates that the FCU had incorrectly been set for 4000ft, the PNF checked the incorrectly set altitude but did not correct it but did state checked.

Make/mdl/srs:	PIPER PA38	**File Number:**	**201301317**
Phase of Flight:	Cruise	**UTC Date:**	08/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Flight preparation Aircraft navigation Airspace infringement		

Headline:
A PA38 infringed Danger Area (D512) at 5100ft. A/c was in receipt of a BS from Newcastle Tower. Newcastle radar made a call to Tower notifying them of the infringement. A/c then instructed to turn East to vacate the area, which it did.

Narrative:

Make/mdl/srs:	EMBRAER ERJ170 AIRBUS A319	**File Number:**	**201301243**
Phase of Flight:	Climb to cruising level or altitude En-route	**UTC Date:**	07/02/2013
Classification:	Occurrence without safety effect	**Location:**	MAMUL
Event Type:			

Headline:
EMB170 climbing to FL270 received a TCAS RA 'descend' against an A319 passing at FL280. Traffic info passed. A319 did not receive a TCAS warning.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201301214**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	04/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading Security generally		

Headline:
Item of hold baggage found on a/c arrival tagged for a different destination.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201301198**
Phase of Flight:	Taxi from runway	**UTC Date:**	01/02/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Aircraft operation general		

Headline:
Brakes not working as expected. As a/c approached stand foot pedals had no effect. Emergency brakes used to stop.

Narrative:
During taxi to stand nr1 engine shut down as per procedures. Approaching stand foot brakes applied with no effect. Reverse thrust on remaining engine and emergency brakes used to bring a/c to a stop on stand. On inspection it was noticed that 'Stby Hyd' and 'PTU' were both selected off instead of the fuel pumps. Both flight crew cite fatigue and distraction as a possible cause for error.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201300885**
Phase of Flight:	Cruise	**UTC Date:**	28/01/2013
Classification:	Incident	**Location:**	EGKK (LGW): London/Gatwick
Event Type:	Turbulence Cabin crew substained in turbulence		

Headline:
Severe turbulence encounter. Minor injury to cabin crew member.

Narrative:
The autopilot disconnected with the onset of the turbulence, airspeed fluctuated and loose objects were thrown around in the flight deck. One cabin crew member struck her head twice on the ceiling. Engineers called to meet the a/c for a severe turbulence check (declared serviceable) and paramedics met a/c to check on the cabin crew.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201300819**
Phase of Flight:	Standing	**UTC Date:**	26/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading Loading of baggage		

Headline:
On arrival bin in position 32P had spillage of bags although straps appeared to have been done up. This prevented bin position 41B being removed from the a/c. Crew tried to reposition bags but were unsuccessful. Engineers were called and TRM informed.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201300761**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	27/01/2013
Classification:	Incident	**Location:**	LSGG (GVA): Geneve/Cointrin
Event Type:	Incorrect loading Security generally		

Headline:
Item of hold baggage loaded and carried on wrong a/c in error.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201300662**
Phase of Flight:	Standing	**UTC Date:**	24/01/2013
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
Upon arrival, hold nets were found not to be secured. No damage to a/c reported.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201300630**
Phase of Flight:	Normal descent	**UTC Date:**	04/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201300629**
Phase of Flight:	Normal descent	**UTC Date:**	04/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201300586**
Phase of Flight:	Taxi to runway	**UTC Date:**	19/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2700 Aircraft flight control		

Headline:
Stabiliser trim not set for take-off.

Narrative:
Reporter cites distraction, caused by adverse weather (snow) necessitating de-icing, as a factor in missing the action of setting stabiliser trim prior to taxi. 'Adverse Weather' procedure used as a reference rather than as a step-by-step checklist.

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201300581**
Phase of Flight:	Final approach	**UTC Date:**	02/01/2013
Classification:	Incident	**Location:**	EGFF (CWL): Cardiff
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201300541**
Phase of Flight:	Taxi to runway	**UTC Date:**	20/01/2013
Classification:	Incident	**Location:**	LSGG (GVA): Geneve/Cointrin
Event Type:	2700 Aircraft flight control		

Headline:
Stabiliser trim not set prior to taxi.

Narrative:
Reporter cites distraction caused by adverse weather (snow) necessitating de-icing as a factor in missing the action of setting stabiliser trim prior to taxi. 'Adverse Weather' procedure used as a reference rather than as a step-by-step checklist. The same occurrence happened on the previous sector.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201300451**
Phase of Flight:	Cruise	**UTC Date:**	18/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Fumes - Cockpit Fumes - Passenger cabin Declared emergency - Urgency		

Headline:
PAN declared due to fumes in the cabin and flight deck.

Narrative:
Fumes first identified just after take-off in the flight deck. It was described as a musty old bleed smell. These fumes dissipated then they were noticed again at the top of descent. Cabin crew reported fumes similar to stale cigarette smoke in the passenger cabin. Captain confirmed the smell and it appeared to be stronger in the overhead storage compartment. PAN call made as a precaution in order for a priority approach. No smoke reported. Tech Log entry made.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201300424**
Phase of Flight:	Initial Approach	**UTC Date:**	18/01/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	Coordination		

Headline:
A319 left CAS from the Strangford CTA (Class D) above the Belfast TMA (Class E)

Narrative:
On initial contact the a/c was at approx 080/20nm passing approx FL180 descending 4nm from the edge of the CTA. A/c immediately advised to turn left on a heading 210deg to remain inside CAS, however, the a/c was unable to do so due to strong wind conditions. A/c place under a limited Traffic service until a/c re-entered CAS. Reporter states that a number of a/c were received at higher than normal levels during the morning session. Investigation under 201300411.

Make/mdl/srs:	PIPER PA31	**File Number:**	**201300413**
Phase of Flight:	Approach	**UTC Date:**	17/01/2013
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	3450 Dependent Position Determining System Aeroplane - deviation from heading Missed approach		

Headline:
VOR failure during approach. Two missed approaches due to unreliable navigational system. 'No compass, No gyro' approach carried out.

Narrative:
A/c vectored for VOR approach and became established. Both NAV1 and NAV2 were set and identified. VLOC was enabled on the GPS. Radio call confirmed established on VOR. NAV2 did not agree with NAV1 or the GPS indication to start with so pilot just flew NAV1. At some point NAV1 instructed to fly left, pilot corrected slightly but soon it showed full deflection to the left. GPS confirmed that a/c flying off track towards the left but at that point pilot was complying with instruments. ATC contacted pilot to advise he was diverging left from the correct track and a go-around was initiated. Pilot was offered an SRA approach but misunderstood this as an RNAV approach. ATC controller corrected pilot. On second attempt at VOR approach it was evident that both NAV1 and NAV2 were unreliable again as a/c left from correct track so pilot was offered a 'No Compass, No Gyro' approach. Pilot talked down by ATC until pilot visual at approx 900ft and landed. Function test carried out, NAV1 HSI to be sent for calibration, NAV2 not responding as per test. Intermittent P1 connector to be replaced. AOG awaiting repair.

Make/mdl/srs:	HAWKER SIDDELEY HS125	**File Number:**	**201300356**
Phase of Flight:	Climb into traffic pattern	**UTC Date:**	15/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	2600 Fire protection system 3000 Ice/rain protection system Declared emergency - Distress		

Headline:
MAYDAY declared due to fire alarm/indication. Pilot cancelled MAYDAY stating alarms had been activated due to de-icing fluid residue. Flight continued.

Narrative:

Make/mdl/srs:	AIRBUS A319 UNKNOWN	**File Number:**	**201300252**
Phase of Flight:	Normal descent Unknown aircraft category	**UTC Date:**	11/01/2013
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
A319 descending to FL200 with high ROD received TCAS RA 'adjust v/s'. Crew were visual with conflicting traffic.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8 AIRBUS A319	**File Number:**	**201300225**
Phase of Flight:	Climb to cruising level or altitude Climb to cruising level or altitude	**UTC Date:**	10/01/2013
Classification:	Incident	**Location:**	EGKK (LGW): London/Gatwick
Event Type:	Separation provision Aeroplane - deviation from altitude Separation minima infringement		

Headline:
Separation lost between a DHC8 and an A319. Avoiding action given.

Narrative:
DHC8 on a LAM 4M SID with a RoC of 2500fpm for SID height restriction of 4000ft given an instruction to maintain 2000ft whilst passing 2100ft when it was observed that separation was eroding against the previous departing A319 on a BOG SID. DHC8 autopilot disengaged and a/c reached 2600ft before descending back to 2000ft. Separation increased and the DHC8 was resumed on the LAM SID.

Make/mdl/srs:	PIPER PA28	**File Number:**	**201300222**
Phase of Flight:	Circuit pattern - base leg	**UTC Date:**	09/01/2013
Classification:	Incident	**Location:**	EGPG : Cumbernauld
Event Type:	Navigation error - other		

Headline:
A/c observed crossing runway from Southeast to Northwest approx 300ft over runway.

Narrative:
The a/c then took a tight right turn into finals, landed fast and with no flaps. The standard overhead join for circuit is a height of 1000ft.

Make/mdl/srs:	AIRBUS A321	**File Number:**	**201300179**
Phase of Flight:	En-route	**UTC Date:**	08/01/2013
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
PAN declared due to passenger medical emergency.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201300122**
Phase of Flight:	Standing	**UTC Date:**	05/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading Loading Flight preparation		

Headline:
On arrival, two baby buggies were discovered loaded in hold 5 but not annotated on documentation.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201300107**
Phase of Flight:	Initial climb	**UTC Date:**	05/01/2013
Classification:	Incident	**Location:**	LOWI (INN): Innsbruck
Event Type:	Weather encounters Stall warning triggered		

Headline:
Stick shaker during climb out due to a sudden wind change and turbulence.

Narrative:
Flight crew had discussed the likelihood of this happening so were prepared.

Make/mdl/srs:	BEECH 200	**File Number:**	**201300023**
Phase of Flight:	Standing	**UTC Date:**	01/01/2013
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Flight crew Fuelling		

Headline:
Pilot allegedly started engines whilst refueller was removing equipment from within close proximity of a/c. Airside Operations aware.

Narrative:
Captain was allegedly rushing refueller to complete over wing refuelling. Reporter commented refueller was put at risk from engine jet wash.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201215992**
Phase of Flight:	Normal descent	**UTC Date:**	28/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201215946**
Phase of Flight:	Intermediate approach	**UTC Date:**	13/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201215940**
Phase of Flight:	Intermediate approach	**UTC Date:**	11/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201215939**
Phase of Flight:	Normal descent	**UTC Date:**	11/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201215916**
Phase of Flight:	Normal descent	**UTC Date:**	05/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	CESSNA 152	**File Number:**	**201215828**
Phase of Flight:	Intermediate approach	**UTC Date:**	21/11/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201215825**
Phase of Flight:	Intermediate approach	**UTC Date:**	20/11/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8 AIRBUS A319	**File Number:**	**201215806**
Phase of Flight:	En-route En-route	**UTC Date:**	15/11/2012
Classification:	Incident	**Location:**	Armley area of Leeds
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201215773**
Phase of Flight:	Intermediate approach	**UTC Date:**	09/11/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201215756**
Phase of Flight:	Final approach	**UTC Date:**	02/11/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Ground strobe light (white flashlight/laser) aimed at a/c.

Narrative:

Make/mdl/srs:	AGUSTA A109	**File Number:**	**201215719**
Phase of Flight:	Cruise	**UTC Date:**	11/11/2012
Classification:	Incident	**Location:**	SE Worksop
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201215692**
Phase of Flight:	Intermediate approach	**UTC Date:**	03/11/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201215664**
Phase of Flight:	Approach	**UTC Date:**	29/10/2012
Classification:	Incident	**Location:**	LEAL (ALC): Alicante
Event Type:	Interference by LASER/Beamer		

Headline:
Laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A319 UNKNOWN	**File Number:**	**201215626**
Phase of Flight:	Climb to cruising level or altitude En-route	**UTC Date:**	31/12/2012
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
A319 climbing to FL360 received TCAS RA 'adjust v/s' with visual traffic. ROC was approx 800fpm. ATC was not notified.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201215579**
Phase of Flight:	Cruise	**UTC Date:**	30/12/2012
Classification:	Occurrence without safety effect	**Location:**	LFBD (BOD): Bordeaux Mérignac

Event Type:

Headline:
PAN declared due to passenger medical emergency. A/c diverted.

Narrative:

Make/mdl/srs:	BOEING 737 BAE BAE146	**File Number:**	**201215503**
Phase of Flight:	Normal descent Cruise	**UTC Date:**	27/12/2012
Classification:	Occurrence without safety effect	**Location:**	NALAX

Event Type:

Headline:
B737 descending to FL280 received TCAS RA with a BAe146 level at FL270. Separation minima maintained.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201215422**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	21/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	5020 Cargo Loading Systems Loading of baggage		

Headline:
Door nets and nets between Holds 6 and 7 found not secured on arrival allowing baggage to shift from Hold 7 to Hold 6.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201215305**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	19/12/2012
Classification:	Occurrence without safety effect	**Location:**	En route
Event Type:			

Headline:
Severe turbulence encounter climbing through FL310 for FL320.

Narrative:

Make/mdl/srs:	SWEARINGEN SA226	**File Number:**	**201215293**
Phase of Flight:	Cruise	**UTC Date:**	20/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Communications flight crew with ANS		

Headline:
Temporary loss of two way communication.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201215086**
Phase of Flight:	Approach	**UTC Date:**	28/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201215067**
Phase of Flight:	Normal descent	**UTC Date:**	27/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201214942**
Phase of Flight:	Intermediate approach	**UTC Date:**	03/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Aircraft handling		

Headline:
Selection of speed brake below 1000ft.

Narrative:
A/c was fully configured and landing checklist complete. At 1000ft, managed speed was noted to be unusually high. A call of 'speed' was made, speed selected to 140kts, instinctively the speed brake was selected and immediately re-stowed in one movement. Speed stable at 700ft.

Make/mdl/srs:	AIRBUS A321	**File Number:**	**201214916**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	11/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading		

Headline:
ULD in position 11P on arrival not on loadview message.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201214726**
Phase of Flight:	Normal descent	**UTC Date:**	04/12/2012
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
JS41 in descent passing FL115 on a Deconfliction Service received a TCAS RA to climb.

Narrative:
See also 201214639

Make/mdl/srs:	BAE JETSTREAM4100 OTHER Military	**File Number:**	**201214639**
Phase of Flight:	Normal descent Normal descent	**UTC Date:**	04/12/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Flight crew ACAS/TCAS warning triggered Loss of separation - aircraft both airborne Air Navigation Services Information provision		

Headline:
UK AIRPROX 2012/167 - JS41 and a military a/c in Class G airspace. TCAS RA received by JS41. Traffic info given.

Narrative:
JS41 was in receipt of a Deconfliction Service and military a/c was on a Traffic Service.
CAA Closure: An AIRPROX was reported in Class G airspace when the flight profile of a military a/c, descending through cloud, prompted the TCAS of the JS41 to generate an RA. Both pilots were aware of the presence of the other a/c having been passed traffic info by the Newcastle Radar controller. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201214606**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	03/12/2012
Classification:	Occurrence without safety effect	**Location:**	EGKK (LGW): London/Gatwick
Event Type:			

Headline:
Alleged late ATC clearance. Reporter alleged ATC requested that a DHC8, at approx 2300ft on initial climb to 6000ft, level at 3000ft.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201214599**
Phase of Flight:	Final approach	**UTC Date:**	20/10/2012
Classification:	Incident	**Location:**	LEAL (ALC): Alicante
Event Type:	2200 Autoflight system		

Headline:
VNAV approach anomaly.

Narrative:
At approx 800ft auto throttle applied an uncommanded significant amount of power. Autoflight disconnected and stable conditions regained. Investigation under 201214575.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201214593**
Phase of Flight:	Rejected take-off	**UTC Date:**	28/11/2012
Classification:	Incident	**Location:**	EGTE (EXT): Exeter
Event Type:	Configuration warning triggered 2700 Aircraft flight control Low speed rejected take-off		

Headline:
Low speed rejected take-off due to config warning.

Narrative:
Elevator trim beyond acceptable limits. Trim reset, a/c backtracked and normal take-off completed. Investigation under 201215161.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201214587**
Phase of Flight:	Standing	**UTC Date:**	28/11/2012
Classification:	Incident	**Location:**	EBBR (BRU): Bruxelles/National
Event Type:	Fumes - Passenger cabin Fumes - Cockpit Fumes - APU		

Headline:
Fumes detected throughout a/c while on ground during turnaround.

Narrative:
APU bleed air used for cabin warming during preparation for service. Crew noticed fumes described as 'hot air conditioning smell' in the cabin. On checking flight deck, the fumes were worse. APU switched off, occupants vacated a/c. No-one suffered any ill effects from the fumes.

Make/mdl/srs:	DE HAVILLAND DHC8 BAE JETSTREAM4100	**File Number:**	**201214527**
Phase of Flight:	Taxi to runway Taxi to runway	**UTC Date:**	14/11/2012
Classification:	Incident	**Location:**	EGBB (BHX): Birmingham
Event Type:	Clearance related Traffic conflict		

Headline:
JS41 issued with a pushback clearance from Stand 8L in confliction with a DHC8, which was taxiing outbound on Taxiway Y having pushed back off Stand 3. Controller error.

Narrative:
Controller realised error coincident with receiving a call from the DHC8 pilot stating that an a/c had pushed onto the taxiway ahead. FPS had been annotated correctly. Reporter states the view of DHC8 was partially obscured from the VCR.

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201214467**
Phase of Flight:	Approach	**UTC Date:**	17/10/2012
Classification:	Incident	**Location:**	EGPD (ABZ): Aberdeen/Dyce
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201214330**
Phase of Flight:	Approach	**UTC Date:**	09/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
Green laser attack.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201214175**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	22/11/2012
Classification:	Incident	**Location:**	En route
Event Type:	2100 Air conditioning & pressurization		

Headline:
Pressurisation fault light illuminated.

Narrative:
During pressurisation check the fault light was illuminated. The light extinguished after approx 1min and pressurisation seemed to be normal for the rest of the flight.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201214109**
Phase of Flight:	Normal descent	**UTC Date:**	21/11/2012
Classification:	Incident	**Location:**	EGHI (SOU): Southampton
Event Type:	Medical emergency - passenger Declared emergency - Urgency Operational issues		

Headline:
DHC8 given a straight in approach due medical PAN, which was accepted. As a result, the a/c vacated CAS for approx 2nm.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201214080**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	19/11/2012
Classification:	Incident	**Location:**	EGKK (LGW): London/Gatwick
Event Type:	3220 Nose/tail landing gear 2900 Hydraulic system Injuries to persons		

Headline:
Hydraulic oil/fluid leak from nose wheel. Injury caused to engineer during inspection.

Narrative:
Fluid sprayed the engineer in both eyes, hospital treatment was required. Oil leak confirmed and the a/c was declared unserviceable.

Make/mdl/srs:	CESSNA 560 DE HAVILLAND DHC8	**File Number:**	**201213975**
Phase of Flight:	Approach Approach	**UTC Date:**	07/10/2012
Classification:	Incident	**Location:**	EGGW (LTN): London/Luton
Event Type:	Interference by LASER/Beamer		

Headline:
At 1933hrs C560 targeted by a green laser 5nm West of Airfield on approach to R/W08. 1946hrs inbound DHC8 targeted from the same position.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201213972**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	02/11/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Incorrect loading		

Headline:
Final loadsheet incorrect. 2564kg stated on loadsheet but should have been 3517kg. Error found post flight.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201213957**
Phase of Flight:	Approach	**UTC Date:**	07/10/2012
Classification:	Incident	**Location:**	EGGW (LTN): London/Luton
Event Type:	Interference by LASER/Beamer		

Headline:
DHC8 targeted by a green laser at 5.5DME to R/W08.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201213836**
Phase of Flight:	Standing	**UTC Date:**	04/11/2012
Classification:	Occurrence without safety effect	**Location:**	LICC (CTA): Catania/Fontanarossa

Event Type:

Headline:
B737 steps were positioned too low and a/c door subsequently made contact with the canopy. Minor superficial damage sustained to the top LH side of door 1L.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201213738**
Phase of Flight:	Intermediate approach	**UTC Date:**	06/11/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	3220 Nose/tail landing gear		

Headline:
A/c departed with one nose landing down indicator bulb failed. Gear down selected on approach, no gear down illumination, both bulbs failed.

Narrative:
Gear recycled with no effect, lights test showed both nose landing gear down lights failed. LH hydraulic system normal, Ground proximity gear override in normal position. Nose gear confirmed locked down confirmed by lack of gear disagree, GPWS and config warnings. Approach and landing normal.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201213581**
Phase of Flight:	Normal descent	**UTC Date:**	29/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
DHC8 descending FL70 to R/W25, targeted by a green laser.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201213578**
Phase of Flight:	Approach	**UTC Date:**	29/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
B737 descending 4800ft to R/W25 targeted by a green laser.

Narrative:

Make/mdl/srs:	BAE AVRO146RJ	**File Number:**	**201213421**
Phase of Flight:	En-route	**UTC Date:**	05/11/2012
Classification:	Incident	**Location:**	En route
Event Type:	2200 Autoflight system Declared emergency - Urgency		

Headline:
PAN declared due to failure of autopilot.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201213327**
Phase of Flight:	Standing	**UTC Date:**	02/11/2012
Classification:	Incident	**Location:**	EBBR (BRU): Bruxelles/National
Event Type:	Ground handling Weather encounters Aircraft struck/damaged by vehicle		

Headline:
DHC8 sustained damage to forward passenger door area by a baggage trolley being blown onto the a/c. Passengers were disembarked and engineers attended.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201213314**
Phase of Flight:	Cruise	**UTC Date:**	29/10/2012
Classification:	Incident	**Location:**	En route
Event Type:			

Headline:
Lightning strike and severe turbulence encounter. No damage or abnormalities reported.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201213279**
Phase of Flight:	Cruise	**UTC Date:**	28/10/2012
Classification:	Incident	**Location:**	En route
Event Type:	Aeroplane - deviation from altitude		

Headline:
Altitude deviation due to turbulence.

Narrative:
Altitude varied rapidly between FL367 and FL373. No traffic above or below. Autopilot remained engaged.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201213168**
Phase of Flight:	Standing	**UTC Date:**	29/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Flight preparation		

Headline:
Incorrect Loadsheet. Details recorded on boarding report showed 2 Males, 7 Females and 1 Child, instead of 7 Males, 2 Females and 1 Child.

Narrative:
Dispatcher had misheard figures passed over the radio, so LMC message was incorrect.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201213100**
Phase of Flight:	Cruise	**UTC Date:**	28/10/2012
Classification:	Incident	**Location:**	250nm S Manchester
Event Type:	2100 Air conditioning & pressurization 5201 Doors - general Declared emergency - Distress Emergency descent Emergency cancelled		

Headline:
In cruise at FL250 cabin crew report noise of escaping air around forward LH door. Cabin altitude began climbing at 1000ft/min. MAYDAY declared and emergency descent initiated.

Narrative:
On reaching FL100 checked with cabin staff to confirm state of a/c and passenger welfare. MAYDAY cancelled and flight continued to destination at FL100.
CAA Closure: Subsequent inspections found door 1L seal torn along with a problem with the cabin pressure controller. The door seals are relatively delicate and are exposed during ground handling. Both the passenger and rear cargo door seals are under a design review. Door seal and controller replaced.

Make/mdl/srs:	BOEING 737	**File Number:**	**201213077**
Phase of Flight:	Normal descent	**UTC Date:**	26/10/2012
Classification:	Incident	**Location:**	LEPA (PMI): Palma de mallorca
Event Type:	5610 Flight compartment window		

Headline:
Flight deck outer window shattered during descent.

Narrative:
QRH actioned and a/c landed safely. Damage seemed to radiate from window heating element.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201212997**
Phase of Flight:	Take-off run	**UTC Date:**	24/10/2012
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	3460 Flight management system		

Headline:
Loss of take-off data at high speed.

Narrative:
FMA and ECAM warning stating engine thrust levers not set correctly, action was to set TOGA thrust. Flight crew realised that the take-off speeds were not displayed and the performance data was not available. The take-off was continued relying on memory for the V1 as a/c was, by this time, at high speed. Rotation was at slightly higher speed than normal.
CAA Closure: There was no defect or Tech Log entry made for this event and no communication recorded with maintenance control with reference to AMOS event tracking and the root cause could not be established. The fault history for the FMGS was reviewed with no findings of any related faults over the past 12 months. No further related defects were reported up to 18 Dec 2012.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201212968**
Phase of Flight:	Initial climb	**UTC Date:**	24/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	3210 Main landing gear Aircraft return		

Headline:
On selection of gear up RH gear red light remained illuminated. Alternate gear extension drill carried out and three green indications obtained. A/c returned.

Narrative:
When gear selected to up the red light started to cycle on and off with the RH amber door light in sequence. The gear leg was physically cycling between up and partially down. The cabin crew reported a strange noise coming from the undercarriage. QRH actioned and in the absence of a specific drill for this abnormality the 'Alternate Gear Extension' drill was carried out.
CAA Closure: Initial investigations led to the replacement of the uplock harness assembly, due to a short circuit being recorded against the uplock sensor. It was also noted that there were wear marks on the claw of the uplock which were out of limits. The uplock was subsequently replaced. Following a further occurrence of the incident it was determined the gear cycling was caused by a malfunctioning restrictor in the hydraulic line to the MLG retraction actuator. The restrictor was replaced with a check valve as detailed in Bombardier SB84-32-81.

Make/mdl/srs:	BOEING 757	**File Number:**	**201212963**
Phase of Flight:	Rejected take-off	**UTC Date:**	22/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Configuration warning triggered Low speed rejected take-off		

Headline:
Low speed rejected take-off due config warning.

Narrative:
Flight crew had not set trim setting as part of pre take-off checks. A/c taxied off runway back to holding point for departure.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201212910**
Phase of Flight:	Initial climb	**UTC Date:**	22/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Deviation-assigned details		

Headline:
A319 cleared on departure R/W07 to turn at 3.5d heading 190deg NEW VOR turned early at 1.5d. ATC queried the turn. Pilot apologised for his error.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201212867**
Phase of Flight:	Taxiing to/from runway	**UTC Date:**	21/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Smoke - Passenger cabin 2500 Aircraft equipment/furnishing Evacuation		

Headline:
Burning smell/fumes and smoke observed by passengers and crew during taxi for take-off. A/c moved to remote stand where a precautionary evacuation was carried out.

Narrative:
Cabin manager alerted flight deck to the burning smell and that emergency lighting had come on. Fire service called to attend. Drills carried out as per QRH. Passengers then reported burning smell extended to mid cabin area and smoke evident in forward overhead area. Once passengers clear of a/c source was found to be the connector for the attendant lighting control panel above seats 1ABC. This had shorted and significant amounts of water were found in the vicinity.
CAA Closure: Fault traced to electrical short in plug/connector at D40882J and D40883P in ceiling at 1ABC due to insulation blankets saturated with moisture. Plug and connector replaced and emergency lights, cabin lights and PES systems checked. Sidewall and ceiling panels removed and all water saturated insulation blankets replaced. Work orders prepared for a full and detailed survey of all interior insulation blankets and rectification as required and the situation continues to be monitored.

Make/mdl/srs:	BOEING 737	**File Number:**	**201212785**
Phase of Flight:	Normal descent	**UTC Date:**	19/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
B737 descending FL120, targeted by a green laser from the Redcar area. Police notified.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201212783**
Phase of Flight:	Initial Approach	**UTC Date:**	21/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
B737 descending FL87 to R/W25, reported a green laser from the Consett area. Police notified.

Narrative:

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201212781**
Phase of Flight:	Initial Approach	**UTC Date:**	22/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
EMB190 vectored for ILS approach R/W25 FL65, targeted by a green laser from the Sunderland area.

Narrative:
ATC had notification of a laser display in Sunderland, however the crew of the a/c confirmed deliberate illumination.

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201212780**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	21/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
JS41 climbing FL80 from R/W07, targeted by a green laser from the vicinity of North Washington. Police notified.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201212748**
Phase of Flight:	Normal descent	**UTC Date:**	19/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Aircraft operation general Aeroplane - deviation from altitude		

Headline:
First officer initiated descent and changed altimeter setting without captain's knowledge. Situation rectified as soon as error discovered.

Narrative:
Captain engaged in conversation with handling agents at destination. First officer took call from ATC with a descent from FL140 to 4000ft, altimeter subscale changed from standard to QHN 994 instead of selecting 'ALTSEL/VS'. Autopilot immediately attempted to regain FL140 resulting in a climb rate of 1500fpm and a gain of 600ft in a matter of seconds. Autopilot disengaged to stop the climb, descent started. Post landing discussions followed regarding standard operating procedures. There were no communications from ATC regarding this event.

Make/mdl/srs:	LET L410	**File Number:**	**201212744**
Phase of Flight:	En-route	**UTC Date:**	18/10/2012
Classification:	Incident	**Location:**	EGNS (IOM): Isle Of Man/Ronaldsway
Event Type:	7201 Turbine engine - generally Declared emergency Diversion - technical reasons		

Headline:
MAYDAY declared due to low oil pressure. RH engine shutdown. A/c returned.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201212638**
Phase of Flight:	Unknown	**UTC Date:**	11/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Turbine - bird		

Headline:
Birdstrike - Engine damage found on engineering inspection.

Narrative:
Nr2 engine fan blades found damaged with evidence of bird remains. No reports of a birdstrike were made on the previous flight, and two runway inspections had been carried out since the a/c had landed, with no bird remains found. The bird species was unable to be identified.

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201212629**
Phase of Flight:	Normal descent	**UTC Date:**	19/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
EMB190 en route over the North Sea, reported being targeted by a laser, 15nm to the East of the coast. The laser emanated from a town on the coast. Police notified.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201212590**
Phase of Flight:	Cruise	**UTC Date:**	13/10/2012
Classification:	Incident	**Location:**	EGHH (BOH): Bournemouth/Hurn
Event Type:	Medical emergency - passenger Declared emergency - Urgency Diversion Overweight landing		

Headline:
PAN declared due to passenger medical emergency. A/c diverted and overweight landing carried out.

Narrative:
A/c was 300kg overweight. Engineer attended and released a/c for service.

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201212572**
Phase of Flight:	Normal descent	**UTC Date:**	15/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
EMB190 descending FL140 to R/W25 targeted by a green laser from the Middlesbrough area. Police informed.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201212567**
Phase of Flight:	Intermediate approach	**UTC Date:**	14/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
B737 descending 3000ft to R/W25 targeted by a green laser from a large housing estate 8nm Southeast of Newcastle. Police notified.

Narrative:

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201212508**
Phase of Flight:	Taxi to runway	**UTC Date:**	09/10/2012
Classification:	Incident	**Location:**	Newcastle
Event Type:	By an aircraft Deviation-line-up Airspace management		

Headline:
Departing EMB190 observed to have entered R/W25, crossing lit stop bar at D1 and not complying with conditional line up 'after the landing helicopter short final'

Narrative:
After issuing the conditional clearance the controller had been distracted dealing with another RT transmission and had missed the pilots readback. EMB190 was allowed to continue onto runway and subsequently cleared to take off once helicopter successfully held on final.

Make/mdl/srs:	PIPER PA28	**File Number:**	**201212496**
Phase of Flight:	Circuit pattern - crosswind	**UTC Date:**	10/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Flight crew Deviation/ATC clearance		

Headline:
PA28 with student and instructor in visual circuit for R/W25 was instructed, after their touch and go, to enter RH visual circuit, however PA28 turned crosswind LH before turning right, back towards climbout for R/W25.

Narrative:
The instructor then queried which direction they were initially instructed to fly. ATC instructed PA28 to continue downwind LH and land off the next approach. When on the ground, instructor allegedly informed TWR via telephone that it had been a teaching session for the student and they had been aware they were to fly RH circuit.

Make/mdl/srs:	AIRBUS A319 HAWKER SIDDELEY HS125	**File Number:**	**201212456**
Phase of Flight:	Taxi to runway Taxi to runway	**UTC Date:**	25/09/2012
Classification:	Incident	**Location:**	LFMN (NCE): Nice Côte D'Azur
Event Type:	Traffic conflict Loss of separation - aircraft both on ground Loss of separation: potential collision Abrupt stop		

Headline:
A319 nr1 at holding point B1 cleared to cross R/W04L came into potential conflict with HS125.

Narrative:
After being cleared to cross R/W04L the A319 had moved forward as the HS125 held position, the HS125 then started to move forward but after 1m HS125 suddenly braked heavily to stop. Shortly after a/c then claimed that it was nr1 and that the A319 had nearly caused an accident. While passing the a/c the A319 had proceeded cautiously ensuring sufficient space between both wingtips.

Make/mdl/srs:	BOEING 737 EMBRAER ERJ190 (190 / 195)	**File Number:**	**201212373**
Phase of Flight:	Initial Approach Initial Approach	**UTC Date:**	13/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Interference by LASER/Beamer		

Headline:
B737 and EMB190 both targeted by a green laser from the Blyth area, Northeast of Newcastle. Police informed.

Narrative:

Make/mdl/srs:	AIRBUS A320 AIRBUS A319 AIRBUS A319	**File Number:**	**201212241**
Phase of Flight:	Final approach Final approach Final approach	**UTC Date:**	04/10/2012
Classification:	Incident	**Location:**	EGAA (BFS): Belfast/Aldergrove
Event Type:	3430 Landing and taxi aids		

Headline:
Localiser fluctuations.

Narrative:
A/c reported fluctuations in the localiser signal between 20-30ft. Next inbound a/c was informed and after landing, reported "very small" localiser fluctuations. The next a/c reported no fluctuations. ILS withdrawn from service but possible a/c problem.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201212162**
Phase of Flight:	Initial climb	**UTC Date:**	04/10/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Aircraft bird strike Declared emergency - Urgency Aircraft return		

Headline:
At gear retraction a loud and sustained noise heard. Nr2 engine vibration reading 4 units and rising. Birdstrike to engine suspected. PAN declared, a/c returned.

Narrative:
Damage subsequently found on nr2 engine. Six fan blades damaged.

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201212150**
Phase of Flight:	Final approach	**UTC Date:**	11/09/2012
Classification:	Incident	**Location:**	Tyne Tunnel
Event Type:	Interference by LASER/Beamer		

Headline:
EMB190 descending 3500ft to R/W25, targeted by a green laser from the Tyne tunnel area of Tyne and Wear. Police informed.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201212136**
Phase of Flight:	Cruise	**UTC Date:**	03/10/2012
Classification:	Incident	**Location:**	En route
Event Type:	2700 Aircraft flight control		

Headline:
EICAS 'Spoilers Advisory' warning. QRH Actioned.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201212130**
Phase of Flight:	Landing roll - on runway	**UTC Date:**	29/09/2012
Classification:	Incident	**Location:**	LTBS (DLM): Mugla/Dalaman
Event Type:	Hard landing		

Headline:
Hard landing of 1.82G recorded. A/c slow to respond to control inputs.

Narrative:

Make/mdl/srs:	BAE P84JET PROVOST	**File Number:**	**201212032**
Phase of Flight:	Take-off: Other	**UTC Date:**	28/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Runway side excursion Aerodrome services / operations Aerodrome services / operations		

Headline:
Runway excursion: A/c on a solo circuit detail, ran off the north side of runway.

Narrative:
A/c was shut down and pushed back onto runway by fire services. A/c then taxied back to stand. Runway closed for approximately 20mins.

Make/mdl/srs:	BOEING 737	**File Number:**	**201212030**
Phase of Flight:	Standing : Engine(s) Shut Down	**UTC Date:**	30/09/2012
Classification:	Incident	**Location:**	LELC (MJV): Murcia-San Javier
Event Type:	Smoke - Landing gear Aerodrome services / operations		

Headline:
Smoke seen coming from the inboard side of the RH brake pack during passenger disembarkation.

Narrative:
Fire services attended and monitored the situation. Brakes cooled and smoking ceased after approximately 25mins. No hydraulic fluid was evident and engineers found no faults after conducting multiple checks.

Make/mdl/srs:	BOEING 757	**File Number:**	**201211949**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	27/09/2012
Classification:	Incident	**Location:**	Other
Event Type:	Incorrect loading		

Headline:
Electric wheelchair found not secured in the hold and with the electrics not isolated on arrival. Loadsheet contained no information on the wheelchair.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100 EMBRAER ERJ190 (190 / 195)	**File Number:**	**201211944**
Phase of Flight:	Push-back/tow Maintaining position	**UTC Date:**	01/10/2012
Classification:	Incident	**Location:**	EGBB (BHX): Birmingham
Event Type:	Deviation/ATC clearance By an aircraft		

Headline:
JS41 on Stand 13 was given a conditional pushback clearance against inbound EMB195 to Stand 16. A/c was then observed commencing pushback before condition had been met. Both a/c had read back their clearances correctly

Narrative:
The investigation has revealed that a breakdown in communication occurred between the JS41 pilot and the ground crew who had started the pushback early. Appropriate action is being taken by the Airport Authorities.

Make/mdl/srs:	BOEING 737	**File Number:**	**201211720**
Phase of Flight:	Taxi to take-off position	**UTC Date:**	25/09/2012
Classification:	Incident	**Location:**	LPFR (FAO): Faro
Event Type:	Clearance related		

Headline:
A/c lined up on R/W28 awaiting clearance when an a/c was cleared to land on the same runway. Crew reported that they were lined up and landing clearance cancelled.

Narrative:
B737 was subsequently re-cleared for take-off.

Make/mdl/srs:	BOEING 737	**File Number:**	**201211649**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	24/09/2012
Classification:	Incident	**Location:**	LELC (MJV): Murcia-San Javier
Event Type:	Security generally		

Headline:
Passenger declared a prohibited item in hand luggage to a member of the cabin crew during flight.

Narrative:

Make/mdl/srs:	SIKORSKY S76 AEROSPATIALE SA365	**File Number:**	**201211589**
Phase of Flight:	Cruise Cruise	**UTC Date:**	24/09/2012
Classification:	Incident	**Location:**	Wycombe
Event Type:	Provision of ANS traffic information Flight crew Information provision Loss of separation between aircraft Loss of separation - aircraft both airborne 3445 ACAS/TCAS		

Headline:
UK AIRPROX 2012/150 - S76 and an SA365 4.5nm South West Wycombe Air Park, in Class G airspace. Traffic info and avoiding action given. S76 received a TCAS RA.

Narrative:
The AIRPROX occurred in Class G airspace when the S76 and the AS365 which were both in receipt of a Traffic Service from Farnborough LARS West flew into proximity with each other, with an absence of timely traffic info. When the Farnborough LARS West/Approach controller became aware of the situation he gave instructions, advice and information to assist the pilots of both a/c in resolving the situation.
CAA Closure: No further CAA action at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

Make/mdl/srs:	DE HAVILLAND DHC8 UNKNOWN	**File Number:**	**201211584**
Phase of Flight:	Cruise En-route	**UTC Date:**	23/09/2012
Classification:	Occurrence without safety effect	**Location:**	EGNT (NCL): Newcastle
Event Type:			

Headline:
DHC8 in descent received a TCAS RA 'adjust v/s' against climbing traffic below. Traffic info given. Slower RoD already initiated prior to TCAS warn.

Narrative:

Make/mdl/srs:	BAE JETSTREAM4100	**File Number:**	**201211512**
Phase of Flight:	Standing : Other	**UTC Date:**	20/09/2012
Classification:	Incident	**Location:**	EGPD (ABZ): Aberdeen/Dyce
Event Type:	3600 Pneumatic system		

Headline:
Electro Pneumatic Outflow Valve (EPOV) locked open.

Narrative:
Crew reported that the a/c could not be pressurised in either auto or manual. Engineers checked the EPOV as there had recently been an ADD cleared which had required the valve to be locked open for flight. The EPOV was found to be open, it was unlocked and returned to its normal position but on ground runs the a/c still failed to pressurise. Subject to further investigation.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201211501**
Phase of Flight:	Standing : Engine(s) Not Operating	**UTC Date:**	18/09/2012
Classification:	Incident	**Location:**	EGLL (LHR): London/Heathrow
Event Type:	Incorrect loading 5200 Aircraft's doors		

Headline:
ULD container found not locked on arrival allowing the ULD to shift during transit. Ground crew unable to open the rear hold door as a result.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201211482**
Phase of Flight:	Normal descent	**UTC Date:**	02/09/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
DHC8 descending 3000ft to R/W25, targeted by a green laser from the South Shields area of Newcastle. Police notified.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201211411**
Phase of Flight:	Take-off	**UTC Date:**	19/09/2012
Classification:	Incident	**Location:**	Belfast City
Event Type:	Rejected take-off Flight crew		

Headline:
Rejected take-off.

Narrative:
First Officer called 'Auto feather not armed' and an immediate decision was made to abort the take-off. Captain checked the ED and he noticed that A/F ARM was displayed. Captain concerned that the abort may have taken place at or after V1. Appropriate company action taken after debrief with FO.

Make/mdl/srs:	BOEING 737	**File Number:**	**201211384**
Phase of Flight:	Normal descent	**UTC Date:**	30/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B737 targeted by a green laser, descending to R/W25 from FL65. Possible location of laser, Lumley Castle area.

Narrative:

Make/mdl/srs:	PIPER PA28	**File Number:**	**201211383**
Phase of Flight:	Taxiing to/from runway	**UTC Date:**	11/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Flight preparation 1000 Parking & mooring		

Headline:
A/c commenced taxi with concrete tie-downs still attached.

Narrative:
Other a/c on the field advised ATC and it was brought to the pilot's attention.

Make/mdl/srs:	CANADAIR CL600 2A12	**File Number:**	**201211382**
Phase of Flight:	Missed approach or go-around	**UTC Date:**	19/09/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Missed approach 2780 Leading Edge Slat Control System		

Headline:
Go-around performed due to slat problem.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201211380**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	18/09/2012
Classification:	Incident	**Location:**	En route
Event Type:	2900 Hydraulic system Aircraft return Aerodrome services / operations		

Headline:
A/c returned due to hydraulic problem.

Narrative:
No emergency was declared but a local standby put in place as a precaution.

Make/mdl/srs:	BOEING 737	**File Number:**	**201211313**
Phase of Flight:	Taxi	**UTC Date:**	31/07/2012
Classification:	Incident	**Location:**	Faro
Event Type:	Aircraft/system/component 3418 Flight management system		

Headline:
FMC failure.

Narrative:
After completing pushback and selecting generator on-bus, a/c had loss of FMC data on both display units and was unable to retrieve data. A/c returned to stand and Maintrol advice sought. Waypoints and headings eventually regained and a/c flown back to base. Engineers were unable to replicate the fault.

Make/mdl/srs:	BOEING 737	**File Number:**	**201211302**
Phase of Flight:	Taxi	**UTC Date:**	17/09/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Flight crew Aircraft operation general		

Headline:
Taxi out without setting trim for take-off.

Narrative:
The reporter observed that not setting the trim for take-off in the pre-start procedure is a frequent occurrence. The reporter believes that the reason for this is due to the procedure coming at a time when there are frequent distractions. Trim was checked during the before take-off checklist and set accordingly.

Make/mdl/srs:	BOEING 737	**File Number:**	**201211280**
Phase of Flight:	Normal descent	**UTC Date:**	07/09/2012
Classification:	Incident	**Location:**	Nottingham
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B737 targeted by a laser in the Nottingham Mapperley area, 6000ft to R/W27.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201211275**
Phase of Flight:	Standing : Other	**UTC Date:**	13/09/2012
Classification:	Incident	**Location:**	London-Heathrow - LHR
Event Type:	Incorrect loading Loading Flight preparation		

Headline:
LDM for flight showed total deadload in Hold 5 of 356kg. Hold 5 was found to be empty on arrival.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201211041**
Phase of Flight:	Normal descent	**UTC Date:**	28/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer Flight crew incapacitation/illness/medical issue		

Headline:
A319 descending FL60 to R/W25, received several bright flashes of a green laser from the 1 o'clock position.

Narrative:
Captain (PF) received a significant laser flash leading to discomfort and light headache. Location passed to ATC and police sent to the scene. F/O offered to perform landing, however this was not required. Post flight symptoms similar to mild "welding flash". Laser event considered more powerful than previously encountered by crew.

Make/mdl/srs:	BOEING 757	**File Number:**	**201211036**
Phase of Flight:	Normal descent	**UTC Date:**	26/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B757 descending to R/W25 3500ft, a/c targeted by a green laser several times from the Port of Tyne Royal Quays Marina area on the North side of the River Tyne. ATC informed.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201210982**
Phase of Flight:	Take-off	**UTC Date:**	10/09/2012
Classification:	Incident	**Location:**	Southampton (SAM)
Event Type:	Flight crew 2700 Aircraft flight control Aircraft operation general		

Headline:
Incorrect flap selection for departure.

Narrative:
Flap15 selected for departure. Captain called 'Set departure flap' and FO selected flap 5. After start checks completed and Captain stated 'Flap 5 selected and indicating' and read out the speeds which were set for flap 15 departure. Neither Captain or FO noticed the incorrect flap selection.

Make/mdl/srs:	BOEING 757	**File Number:**	**201210971**
Phase of Flight:	Approach	**UTC Date:**	24/08/2012
Classification:	Incident	**Location:**	Tenerife
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
On short finals to R/W08 1000ft, a green laser was pointed at the B757 several times.

Narrative:
The location was to the North of the airport and seemed to come from an area which was celebrating their 'Feria'. A firework display was going on at the same location. This was reported to ATC. On departure while holding at B0 R/W08 due to a runway inspection being carried out, a/c targeted again from a different location. This came from the Villas just a couple of miles to the SSW of the 08 threshold. The a/c was targeted several times within a couple of minutes. ATC confirmed report.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201210953**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	08/09/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	7201 Turbine engine - generally Engine shutdown/flameout Declared emergency 7700 Engine indicating system 7200 Turbine engine 7900 Engine oil system Diversion Declared emergency - Urgency		

Headline:
PAN declared and a/c diverted due to high nr2 engine temperature.

Narrative:
ITT indications high during climb, engine monitored for 10mins then shut down. A/c met by emergency services and passengers disembarked due to large oil leak from nr2 engine.
CAA Closure: Investigations found the engine oil thermal bypass valve inoperative due to the internal rupture of the wax operating sleeve. Bypass valve replaced. Failure is a known issue resulting in high oil temperatures being reported in flight and high failure rates are experienced across the world wide fleet, accounting for approximately 40% of all current in-flight shut downs. With the rise in oil temperature, the rubber sleeve containing the wax has been found to prematurely swell and after time rupture allowing the wax to leak away, preventing correct operation. Modified valves are currently being introduced across the operator's fleet.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201210948**
Phase of Flight:	Cruise	**UTC Date:**	09/09/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Flight crew incapacitation/illness/medical issue		

Headline:
Cabin crew member became unwell during flight. Stood down from safety related duties and offloaded on arrival. Return sector operated with reduced crew.

Narrative:

Make/mdl/srs:	BOEING 777 BOEING 757	**File Number:**	**201210915**
Phase of Flight:	Normal descent Climb to cruising level or altitude	**UTC Date:**	10/09/2012
Classification:	Occurrence without safety effect	**Location:**	DOLAS
Event Type:			

Headline:
B777 in descent to FL380 received TCAS RA to monitor V/S against a B757 just levelling at FL370 in the climb. B757 received TCAS TA. Standard separation maintained.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201210893**
Phase of Flight:	Standing	**UTC Date:**	09/06/2012
Classification:	Incident	**Location:**	Belfast City
Event Type:	Fumes Flight crew incapacitation/illness/medical issue Evacuation Smoke or fumes in aircraft 2510 Flight compartment 2520 Passenger compartment		

Headline:
During boarding adjacent a/c jet exhaust fumes had entered cabin. Crew and passengers disembarked due to effect of fumes.

Narrative:
Captain declared all crew unfit to fly due to the effect of exhaust fumes and made arrangements for the whole crew to attend the local hospital for medical check-ups.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201210869**
Phase of Flight:	Standing : Other	**UTC Date:**	02/09/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Security generally		

Headline:
Item of hold baggage incorrectly tagged on check in and as a result the bag travelled on an incorrect flight unaccompanied.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201210848**
Phase of Flight:	Normal descent	**UTC Date:**	08/09/2012
Classification:	Incident	**Location:**	ROSUN
Event Type:	7201 Turbine engine - generally Engine shutdown/flameout Declared emergency - Urgency Operational issues		

Headline:
Overload MACC North/East combined planner position following PAN declared by DHC8 due to engine shutdown. Emergency frequency opened on North solely for the DHC8.

Narrative:
Manchester outbounds were held. Man and boy deployed. Investigation established that the sector was already experiencing a high workload and the unexpected development of the emergency situation increased the workload dramatically. Additionally, there was confusion as to whether or not the emergency a/c, the DHC8 southbound from Newcastle, had been transferred to the correct frequency and was continuing to be in receipt of an ATC service. The Planner's concern for the safety of the DHC8 was heightened by a brief breakdown in efficient and effective sector TRM (Team Resource Management) due to the very high workload. The Planner was also concerned by their inability to provide sufficient support to the Tactical controller. A support controller was employed to bring the sector back under control.
CAA Closure: Following this incident, additional factors were identified in the investigation process concerning conflicts of interest when watch based staff conduct initial incident investigation, but also hold UCE (Unit Competency Examiner) responsibilities for the controller(s) concerned. Appropriate unit action has been undertaken to address the issues arising from this event and subsequent investigation.

Make/mdl/srs:	BOEING 737	**File Number:**	**201210799**
Phase of Flight:	Initial climb	**UTC Date:**	06/09/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Windshear Weather encounters Aircraft handling		

Headline:
Due to strong headwinds on take-off a/c pitched 22deg nose up, on V-NAV selection pitch reduced to 18deg nose up resulting in flap overspeed of 8kts.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201210788**
Phase of Flight:	En-route: Other	**UTC Date:**	03/09/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Aircraft/system/component 2300 Communication system Flight crew incapacitation/illness/medical issue		

Headline:
Noise on flight deck and lack of ANR headsets. Reporter states the level of noise unacceptable and very tiring,

Narrative:
Various radio calls missed due to poor audio setup throughout night flights leading to difficulties with communication. Numerous related incidents, ongoing investigation. Investigation under 201204367.

Make/mdl/srs:	BOEING 757	**File Number:**	**201210787**
Phase of Flight:	Landing	**UTC Date:**	23/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Flight crew Hard landing Aircraft handling		

Headline:
Heavy landing of 1.86g recorded due to late flare.

Narrative:

Make/mdl/srs:	AIRBUS A321	**File Number:**	**201210785**
Phase of Flight:	Normal descent	**UTC Date:**	06/09/2012
Classification:	Occurrence without safety effect	**Location:**	London-Heathrow - LHR
Event Type:			

Headline:
PAN declared due to passenger medical emergency. Passenger collapsed, CPR administered, paramedics unable to resuscitate passenger who was declared deceased on a/c.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201210769**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	27/08/2012
Classification:	Incident	**Location:**	Southampton (SAM)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
DHC8 departing R/W20 targeted by green laser from approx 0.5nm Southwest of Southampton. Authorities informed.

Narrative:

Make/mdl/srs:	AIRBUS A320 AIRBUS A320	**File Number:**	**201210689**
Phase of Flight:	Normal descent Normal descent	**UTC Date:**	20/08/2012
Classification:	Incident	**Location:**	Sunderland
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
Two A320's targeted by green laser from the Sunderland area. Authorities informed.

Narrative:

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201210684**
Phase of Flight:	Normal descent	**UTC Date:**	21/08/2012
Classification:	Incident	**Location:**	Durham City
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
EMB190 at FL80, inbound to Newcastle, targeted by green laser. Authorities informed.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201210581**
Phase of Flight:	Approach	**UTC Date:**	20/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
A320 at 2500ft on approach to Newcastle targeted by a green laser from the ground. ATC informed.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201210502**
Phase of Flight:	Normal descent	**UTC Date:**	02/09/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	2200 Autoflight system		

Headline:
On descent at 3000ft a/c pitched aggressively down as 'APP' mode captured. Autopilot disconnected and approach continued manually. At time of incident only autopilot B engaged.

Narrative:
CAA Closure: Analysis of FDM trace showed that the autopilot was simply attempting to capture the glidepath as commanded on arming of 'APP' mode (from a position slightly above the desired glidepath and still in a turn to intercept the VOR radial). As the height profile had already been achieved, the a/c responded correctly, but surprised the crew with the suddenness of the application of pitch down. No further engineering action taken as the system was deemed to be working correctly. Operator to continue to monitor as appropriate and it is recommend that arming of 'APP' mode should occur taking account of possible height profile considerations.

Make/mdl/srs:	PIPER PA31T	**File Number:**	**201210435**
Phase of Flight:	Cruise	**UTC Date:**	31/08/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Flight crew 2300 Communication system Aircraft operation general		

Headline:
Prolonged loss of communications.

Narrative:
Pilot accidentally selected ATIS on Box 1 thereby moving controller frequency to standby. Realised mistake and re-selected to be told that the a/c had been out of contact for 15mins. Box 2 volume had been turned down due to earlier distractions.

Make/mdl/srs:	BOEING 737	**File Number:**	**201210400**
Phase of Flight:	Normal descent	**UTC Date:**	18/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B737 downwind LH R/W25R 2500ft illuminated by a green laser aimed at the RHS of a/c.

Narrative:
ATC report states the attack came from between Washington& Sunderland in the vicinity of the Nissan car factory. Local police informed.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201210287**
Phase of Flight:	Standing	**UTC Date:**	29/08/2012
Classification:	Incident	**Location:**	London-Gatwick - LGW
Event Type:	Incorrect loading Security generally Loading Flight preparation Aerodrome services / operations Apron management		

Headline:
Bags loaded and travelled on incorrect flight.

Narrative:

Make/mdl/srs:	AIRBUS A321 EMBRAER ERJ190 (190 / 195)	**File Number:**	**201210122**
Phase of Flight:	Climb to cruising level or altitude Normal descent	**UTC Date:**	25/08/2012
Classification:	Occurrence without safety effect	**Location:**	NALAX
Event Type:			

Headline:
ATC approved A321 request to turn left due Wx. EMB190, at same FL280, in opposite direction was instructed to turn right and descend. Pilot, unable to hear instructions clearly, did not comply. ATC expedited A321 to FL290. Standard separation maintained.

Narrative:

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195)	**File Number:**	**201210101**
Phase of Flight:	Normal descent	**UTC Date:**	09/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
EMB190 descending to R/W25 5500ft, targeted by a green laser from Northwest of the a/c, range 3nm from either Wallsend or Hebburn area. Police notified.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201210089**
Phase of Flight:	Normal descent	**UTC Date:**	14/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B757 descending FL65 to R/W25, targeted by a green laser from the western edge of Washington. Perpetrator taken into custody.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201210074**
Phase of Flight:	Normal descent	**UTC Date:**	15/08/2012
Classification:	Incident	**Location:**	South Gateshead
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B737 descending 5000ft, a green laser was observed from the LHS of the a/c. Source of the laser believed to be Harlow Green, South Gateshead. ATC advised.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201209988**
Phase of Flight:	Take-off	**UTC Date:**	18/08/2012
Classification:	Incident	**Location:**	Tenerife
Event Type:	7200 Turbine engine Engine shutdown/flameout Rejected take-off 7700 Engine indicating system 3600 Pneumatic system		

Headline:
Rejected take-off at 75kts due EICAS 'R ENG EEC' and 'ENG LIMITER' captions. During return taxi to stand RH engine failed, no damage or fire reported. EICAS 'EGT EXCD' displayed 893.

Narrative:
CAA Closure: During taxi from the high speed turn off onto the taxiway the RH engine failed, with no damage or fire indications. Subsequent investigations noted the RH engine BVCU and DGCU A + B to be defective. Suspect spike in DGCU B causing failure in BVCU + DGCU A. DCGU A replaced. A re-occurrence was reported at a later date and fault traced to RH dedicated generator. Generator stator/rotor replaced and leak tested satisfactorily during ground runs. RH engine EEC and BVCU test carried out satisfactorily after runs. BVCU and TPU plugs disconnected and continuity checked. However, further wiring checks confirmed chaffing damage to at least five individual wires in looms from BVCU to DGCU. Temporary repairs carried out iaw with standard practices and scheduled for permanent repair. Applicable connectors into DGCU replaced. The implication is that aging and damaged wiring had intermittently been shorting and blowing units. The repeated faulting of the DGCUs and the dedicated generator further implies that the prior history of the units fitted (from repair and overhaul) was not relevant. A review of troubleshooting carried out indicated that the correct actions had been carried out, with wiring faults between the affected units being the possible root cause. The other applicable task for these symptoms (and referenced in the BVCU BITE procedure) would be 73-21 'FAULT TREE 824'. Suspected that Electrical Power Loss To Airflow Control System still a possibility but all other related tasks were covered with the exception of speed card changes and EEC replacement. Permanent wiring repairs to be completed at next C Check and the operator will continue monitoring the a/c.

Make/mdl/srs:	BOEING 737	**File Number:**	**201209959**
Phase of Flight:	En-route	**UTC Date:**	21/08/2012
Classification:	Incident	**Location:**	NITON
Event Type:	Flight crew Altitude related Flight crew/ANS Deviation-flight level/altitude Aircraft operation general		

Headline:
ScACC telephoned LACC S5 23-P to inform them that B737 had selected FL240 on Mode S instead of agreed transfer level FL280. Incorrect read back not detected by S5/23. Standard separation maintained.

Narrative:
S5 23-T contacted B737 requesting a/c to stop at FL280. B737 was unable to comply as it was passing FL280. B737 was then instructed to stop at FL260, recoordinated with ScACC and transferred to S29 at FL260.

Make/mdl/srs:	CANADAIR CL600 2A12	**File Number:**	**201209956**
Phase of Flight:	Cruise	**UTC Date:**	21/08/2012
Classification:	Incident	**Location:**	En Route
Event Type:	2300 Communication system		

Headline:
Partial RT failure on both radios.

Narrative:
On trying to transfer, flight crew advised ATC that they were physically unable to leave that sector frequency on Box 1. Also, on Box 2 they were limited to selecting only certain digits in the range to the right of the decimal point. This occurred at a time of high workload and was proving a distraction to the ATC team who eventually managed to transfer the a/c on 127.1.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201209945**
Phase of Flight:	Standing	**UTC Date:**	21/08/2012
Classification:	Incident	**Location:**	EGNT (NCL): Newcastle
Event Type:	Aerodrome & ground aids Apron management		

Headline:
Cabin crew member alerted cabin manager that pax were on stairs at door 2L with door still closed and stair rail not pulled across. A passenger attempted to try and open door from outside.

Narrative:
A member of ramp staff observed the incident and went up the stairs, opened door 2L and apologised to cabin crew. Cabin crew briefed passenger regarding opening the a/c door. Dispatcher had allegedly been in attendance during incident.

Make/mdl/srs:	BOEING 757	**File Number:**	**201209868**
Phase of Flight:	Standing	**UTC Date:**	18/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Incorrect loading Flight preparation Aircraft handling Aeroplane flight path deviation		

Headline:
Incorrect loadsheet. Figures showed 2762kg (173 pieces) loaded 2/639, 3/207, 4/1916. Actual loading was further back than indicated.

Narrative:
With MACTOW 29.66 in limits and CTOT getting close, flight departed. On rotation FO noted rearward bias causing a/c to pitch up upon landing. The third party Load Control organisation noticed the discrepancy when they checked the paperwork and contacted the operators OPS. Upon further investigation the actual distribution of bags was Hold 2/40 bags 693kg , Hold 3/50 bags 800kg, Hold 4/83 bags 1328kg. This was a total of 592kg loaded on hold 3 instead of hold 4 and had an forward effect on the trim of -3 index points and the MAC% shifted from the loadsheet recorded 29.66% to 28.6% MAC. The root causes of this incident were that no team Leader had been allocated to load the a/c due sickness, the loader who loaded the a/c was not trained in LIRF and loaded the a/c in non standard way. The dispatcher did not check the Load Plan against the load sheet before he signed it.
CAA Closure: The Load Control organisations report indicates failures in a number of areas. The Dispatcher has been retrained and signed off by the OPS Control Manager. This incident was added to the daily shift briefs by the Airside Shift Manager for all teams to learn from.

Make/mdl/srs:	BOEING 757	**File Number:**	**201209857**
Phase of Flight:	Approach	**UTC Date:**	19/08/2012
Classification:	Occurrence without safety effect	**Location:**	Palma
Event Type:			

Headline:
Windshear and turbulence encountered on final approach. Go-around flown. No control issues.

Narrative:

Make/mdl/srs:	CESSNA 750	**File Number:**	**201209809**
Phase of Flight:	Take-off	**UTC Date:**	17/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Aircraft/system/component Rejected take-off 2700 Aircraft flight control		

Headline:
Rejected take-off due to amber master caution on EICAS 'Yaw Damper Off Lower'.

Narrative:
A/c taxied from runway and flight crew completed checklist to successfully clear the caption. Second departure uneventful. A previous occurrence on this a/c found, after consultation with engineers and a/c manufacturer, and subsequent testing, that it is advisable for pitot heaters to be turned on at least 60secs prior to take-off to prevent any moisture remaining in the pitot tubes, especially in heavy precipitation as this can cause an ADC miscomparison and trigger the warning.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201209666**
Phase of Flight:	Standing	**UTC Date:**	14/08/2012
Classification:	Incident	**Location:**	Nice
Event Type:	Incorrect loading Security generally Other aerodrome security related event Flight preparation		

Headline:
Hold bag travelled unaccompanied. Bag incorrectly tagged at check-in.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201209620**
Phase of Flight:	Normal descent	**UTC Date:**	13/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Aircraft operation general ATM/CNS serviceability Distance measuring equipment (DME)		

Headline:
A319 in descent R/W07 reported anomalies with status of ATIS and DME. ATIS incorrectly showed unavailable. DME was coding 'on test'.

Narrative:
From the evidence provided the most probable cause of this incident was that the crew had inadvertently selected the Manchester ILS frequency in error. When the reporting crew stated that the 07 ILS DME was coding they phonetically stated that it was coding IMC (which is the code for the 05R ILS at Manchester) however the Newcastle 07 ILS code is INC.
CAA Closure: No further CAA action possible at this time.

Make/mdl/srs:	BOEING 757	**File Number:**	**201209572**
Phase of Flight:	En-route: Other	**UTC Date:**	11/08/2012
Classification:	Occurrence without safety effect	**Location:**	Malaga
Event Type:			

Headline:
Incorrect load form. During flight, B757 was advised the distribution of bags in Holds 3 and 4 had been annotated incorrectly, but mass was correct. New figures plotted. A/c within flight envelope.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201209531**
Phase of Flight:	Cruise	**UTC Date:**	05/08/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Flight crew incapacitation/illness/medical issue		

Headline:
Cabin crew illness. Crew member suffering with panic attacks and unable to continue with safety related duties.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201209417**
Phase of Flight:	Cruise	**UTC Date:**	06/08/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Turbulence Windshear Aircraft handling 3414 Airspeed/Mach indicating system		

Headline:
Momentary overspeed warning during turbulent conditions.

Narrative:
In cruise, avoiding Cbs, light to moderate turbulence was experienced. Large speed variations due to windshear.

Make/mdl/srs:	OTHER Military	**File Number:**	**201209410**
Phase of Flight:	En-route	**UTC Date:**	09/08/2012
Classification:	Incident	**Location:**	MACC
Event Type:	Operational issues ATM/CNS serviceability		

Headline:
No flight plan available in EFD for a military a/c requesting join by Blackpool to Norwich. Flight plan, squawk, live strip issues was not resolved until a/c was ready for transfer to Newcastle.

Narrative:
Controlled Airspace request received by PC from Blackpool for a military a/c orbiting outside CAS. No EFD details immediately available. Strip requested and produced after 5mins but details incorrect. Clearance issued using strip with incorrect destination. Investigations determined that the military a/c did not have a valid civil flight plan and the controller was not aware that this was a requirement to obtain the correct EFD strip.
CAA Closure: ATSA took appropriate and correct action. Controller appraised of relevant procedure.

Make/mdl/srs:	EMBRAER ERJ190 (190 / 195) AIRBUS A320	**File Number:**	**201209397**
Phase of Flight:	Normal descent Normal descent	**UTC Date:**	06/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
Descending EMB190 reported a green laser from the Hebburn area of Newcastle, whilst 20nm South of airfield FL90. Police informed

Narrative:
2mins later, inbound A320 targeted from the same area.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201209377**
Phase of Flight:	Normal descent	**UTC Date:**	05/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
A320 targeted by green laser descending to R/W25 6000ft. Source appeared to come from an industrial estate East of A195.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201209317**
Phase of Flight:	En-route: Other	**UTC Date:**	03/08/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Flight crew incapacitation/illness/medical issue		

Headline:
Three passengers and three cabin crew all taken ill displaying the same symptoms.

Narrative:
With nil indications of pressurisation or air flow defects and few persons affected, barometric hypoxia discounted. Potable water contamination and contamination of air conditioning filters and air grill blockages has also been discounted. After extensive investigations, the root cause remains uncertain.

Make/mdl/srs:	BOEING 757	**File Number:**	**201209274**
Phase of Flight:	Take-off	**UTC Date:**	06/08/2012
Classification:	Incident	**Location:**	Bodrum
Event Type:	Aircraft/system/component Rejected take-off Aircraft operation general		

Headline:
Low speed rejected take-off due to config warning.

Narrative:
On second take-off EICAS warnings 'pitot heat, 'tat probe', 'aoa' and 'aux pitot' momentarily appeared on mainwheel lift off. Engineer has indicated he believes it to be linked to a faulty air/ground switch on the main gear.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201209258**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	05/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Flight crew Weather encounters Altitude related Flight crew/ANS Deviation-flight level/altitude Provision of ANS traffic information Aircraft operation general		

Headline:
A320 was avoiding thunderstorm activity climbing to FL85 against traffic at FL95 when it exceeded its cleared flight level. Standard separation maintained.

Narrative:
The crew report that the incident occurred due to numerous distractions and a high workload. When the first officer heard ATC mention that a parachute a/c was now climbing through FL100, he had thought that was a clearance to climb to FL100. At that moment, the P1 was concentrating on trying to visually acquire the other a/c, and looking at the weather and the radar picture to create a plan. He failed to notice that the first officer had selected FL100 or hear a change of cleared Flight Level, however this could have been due to workload reducing his hearing. The a/c was still in a shallow climb, in turbulence, when the change of Flight Level was made, so the P1 did not experience a change in trajectory.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201209211**
Phase of Flight:	Standing	**UTC Date:**	04/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Flight crew Flight preparation Aircraft operation general		

Headline:
During cruise crew advised of incorrect baggage distribution on board via ACARS message.

Narrative:
ACARS message stated message from NCL handling; you have 800kg in Hold 5 and 1152 kg in Hold 4 (not the other way around). Crew checked the load form and found that the load form had the baggage distribution incorrect as highlighted by the message. The FO as PNF had prepared the load form figures on the LPC which the P1 had checked prior entering the figures into the FMGC as per the SOPs, however, both crew had failed to spot the heavier load/greater number of bags indicated on the load form. The correct figures were rerun in the LPC and the change in CG figures were minimal. The load form was amended with the correct figures and signed. The crew discussed how they had missed the error, but more importantly how we could avoid the same mistake in the future. The weight in CP4 should always be greater than CP5 if loaded in accordance with the OM-B instructions and there should be no more than 50 pieces in CP5. This is an easy gross error check.

Make/mdl/srs:	BOEING 737	**File Number:**	**201209192**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	04/08/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Aircraft/system/component 3414 Airspeed/Mach indicating system 3416 Altitude system		

Headline:
Error of 170ft between flight crew altimeter at FL100 increasing to 500ft at FL270. Error of 10kts between flight crew air speed indication also seen.

Narrative:
First Officer's pitot static head had been changed before the flight.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201209170**
Phase of Flight:	Landing	**UTC Date:**	04/08/2012
Classification:	Occurrence without safety effect	**Location:**	Paphos
Event Type:			

Headline:
Airframe vibration was felt on landing and ECAM 'Autobrakes fault' warning but no directional control problems so a/c taxied to stand. Tyre nr3 found deflated and with a large hole.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201209078**
Phase of Flight:	En-route	**UTC Date:**	31/07/2012
Classification:	Incident	**Location:**	En Route
Event Type:	3400 Navigation systems 2900 Hydraulic system		

Headline:
A/c advising of a NAV failure requiring vectors to the ILS and frequent range checks.

Narrative:
Flight crew also trying to resolve a possible spurious hydraulics warning light.

Make/mdl/srs:	BOEING 737	**File Number:**	**201208965**
Phase of Flight:	Landing	**UTC Date:**	01/08/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Aircraft/system/component Aircraft handling		

Headline:
During landing roll speed decreasing through 60kts a/c pulled sharply to left. Unable to maintain directional control with rudder. Tiller input needed to stop turn. A/c remained on runway.

Narrative:
Autobrake still engaged and symmetrical reverse thrust observed.

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201208946**
Phase of Flight:	Take-off	**UTC Date:**	17/06/2012
Classification:	Incident	**Location:**	London-Gatwick - LGW
Event Type:	Aircraft/system/component Rejected take-off 5201 Doors - general		

Headline:
Master warning sounded on take-off run between 100kts andV1. Take-off rejected. Warning confirmed as rear baggage door unlocked. No visible sign of damage from outside of a/c.

Narrative:

Make/mdl/srs:	BOMBARDIER CL600 2D24	**File Number:**	**201208928**
Phase of Flight:	Approach	**UTC Date:**	27/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	2700 Aircraft flight control 5750 Wing Trailing Edge / Trailing Edge Devices Aerodrome services / operations		

Headline:
A/c with spoiler problems called in requesting a hold before approach.

Narrative:
Pilot reported problem solved but local standby was initiated as a precaution. A/c vectored wide with a slow descent and landed safely.

Make/mdl/srs:	BOEING 767	**File Number:**	**201208843**
Phase of Flight:	Standing : Other	**UTC Date:**	06/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Incorrect loading Aircraft/system/component Loading 5000 Cargo and accessory compartments Flight preparation Apron management Aerodrome services / operations		

Headline:
Baggage found to have fallen out of the ULD container on a/c arrival. ULD damaged.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201208819**
Phase of Flight:	Approach	**UTC Date:**	26/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B757 on final to R/W25 at 4nm, reported a laser shone at the a/c from the 3 o'clock position.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201208765**
Phase of Flight:	Initial climb	**UTC Date:**	29/07/2012
Classification:	Incident	**Location:**	Faro
Event Type:	Flight crew incapacitation/illness/medical issue		

Headline:
Cabin crew illness. Crew member suffering from sickness and upset stomach. Stood down from safety related duties.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201208760**
Phase of Flight:	Taxi	**UTC Date:**	26/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Flight crew Runway incursions Deviation/ATC clearance Aircraft operation general Flight crew/ANS 0900 Towing & taxiing equipment related Provision of ANS traffic information		

Headline:
B757 instructed to hold at D1 for R/W25 departure crossed the stopbar by 1-2m. ATC notified. RJ85 on finals given traffic info and elected to continue approach having reported visual with the B757.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201208703**
Phase of Flight:	Standing : Other	**UTC Date:**	27/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Incorrect loading Loading Flight preparation		

Headline:
CPM showed position 41 as a no-fit, however, the position was found to be occupied by a full ULD container on arrival.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201208668**
Phase of Flight:	Normal descent	**UTC Date:**	14/06/2012
Classification:	Incident	**Location:**	London-Gatwick - LGW
Event Type:	Aircraft/system/component 2100 Air conditioning & pressurization Noise / rattle 5201 Doors - general		

Headline:
In descent a loud whistling noise was heard coming from the rear passenger door. Immediately the a/c depressurised.

Narrative:
QRH actioned and a/c landed safely. Engineering inspection carried out and found satisfactory.

Make/mdl/srs:	BOEING 737	**File Number:**	**201208659**
Phase of Flight:	Approach	**UTC Date:**	26/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Flight crew Missed approach Aircraft operation general Aircraft handling		

Headline:
Go-around with flap and gear speed exceedance.

Narrative:
A/c vectored to intercept ILS at 3500ft. The a/c did not initially descend and due to several factors the crew decided a go-around would be appropriate. TOGA pressed but FD guidance did not command a climb so manual climb initiated. Flap limiting speeds exceeded by 10kts before the flaps were fully retracted. Landing gear was not retracted in time to prevent exceedance. Operations and Engineering informed on arrival.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201208625**
Phase of Flight:	Approach	**UTC Date:**	24/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
A319 on approach at 2nm from touchdown 800ft, reported being targeted by a green laser, 2nm Southeast of airport 210deg from a/c in the Hazlerigg area.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201208517**
Phase of Flight:	Standing	**UTC Date:**	24/07/2012
Classification:	Incident	**Location:**	Belfast City
Event Type:	Fumes Smoke or fumes in aircraft 4900 Auxiliary power unit 2100 Air conditioning & pressurization 2510 Flight compartment		

Headline:
Fumes in flight deck: Prior to boarding, a strong burning smell and acrid haze filled the flight deck after APU bleed selected on.

Narrative:
APU immediately shut down and crew disembarked a/c. Nothing noticed by cabin crew and no passengers on board.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201208336**
Phase of Flight:	En-route: Other	**UTC Date:**	22/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Aircraft/system/component 3445 ACAS/TCAS		

Headline:
TCAS equipment unserviceable. Company had not advised various ATC facilities of the unserviceability in accordance with requirements.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201208247**
Phase of Flight:	Taxi	**UTC Date:**	14/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Air Navigation Services Flight crew ATM/CNS serviceability Flight crew/ANS		

Headline:
Malicious transmissions. B757 on Taxiway D made transmissions to TWR on frequency 119.7. The transmissions were twice answered by an unknown male voice. Ofcom advised.

Narrative:
B757's first transmission was to ask if they were taxiing to Stand 10.

Make/mdl/srs:	BOEING 737 UNKNOWN	**File Number:**	**201208134**
Phase of Flight:	Cruise	**UTC Date:**	17/07/2012
Classification:	Incident	**Location:**	Barcelona
Event Type:	Air Navigation Services Flight crew ACAS/TCAS warning triggered 3445 ACAS/TCAS Loss of separation - aircraft both airborne Operational issues		

Headline:
B737 in cruise at FL280 received/complied with TCAS RA to descend against traffic. Reporter commented on ATC service given after the incident.

Narrative:
Reporter alleged it took three attempts to inform ATC of the TCAS RA, and commented that ATC's use of Spanish language reduced situational awareness for non-Spanish carriers.

Make/mdl/srs:	BOEING 757	**File Number:**	**201208045**
Phase of Flight:	Normal descent	**UTC Date:**	13/07/2012
Classification:	Incident	**Location:**	Brindisi
Event Type:	Flight crew 2300 Communication system Altitude related Flight crew/ANS Deviation-flight level/altitude Aircraft operation general		

Headline:
B757 captain misheard ATC instructions resulting in B757 making an unauthorised descent from FL330 to FL315.

Narrative:
B757 was in cruise at FL330, captain was PM and believed he heard ATC instruct "descend FL240 level TIGRA" and so initiated descent. ATC subsequently advised that B757 had only been told to expect but had not been cleared to descend. Captain had responded to a call from cabin whilst maintaining listening watch, and reporter commented that, on this B757, a possible contributory factor was the difficulty of synchronising volumes between VHF and interphone (and cabin) to ensure that each could be adequately monitored.

Make/mdl/srs:	BEECH 200 AIRBUS A319	**File Number:**	**201208025**
Phase of Flight:	Standing Taxi	**UTC Date:**	16/07/2012
Classification:	Incident	**Location:**	Belfast (BEL)
Event Type:	Flight crew Aerodrome & ground aids Deviation/ATC clearance Aircraft operation general Flight crew/ANS		

Headline:
Unauthorised start up on apron.

Narrative:
Air controller issued BE200 with a conditional clearance to start up and taxi to holding point A1, R/W25, after an A319 pushing from Stand 12 had taxied right, towards A. However, when A319 was directly behind the BE200, the BE200 requested taxi. Air controller observed BE200's anti-collision light to be on and instructed BE200 to hold position.

Make/mdl/srs:	BOEING 757	**File Number:**	**201208019**
Phase of Flight:	Approach	**UTC Date:**	13/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B757 illuminated by a bright green laser on approach.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201207842**
Phase of Flight:	Standing : Other	**UTC Date:**	11/07/2012
Classification:	Occurrence without safety effect	**Location:**	Alicante
Event Type:			

Headline:
Ground crew damaged an a/c's ground air conditioner connection by reeling a supply hose back in whilst it was still connected to a/c. Engineers attended, repairs made. A/c departed 1 hour late.

Narrative:

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201207801**
Phase of Flight:	Standing	**UTC Date:**	10/07/2012
Classification:	Incident	**Location:**	Alicante
Event Type:	Aerodrome & ground aids Any other event Aerodrome services / operations Apron management 4900 Auxiliary power unit 3300 Aircraft lighting 1200 Servicing		

Headline:
On arrival, ground crew member approached A319 on Stand 29, while anti-collision beacon light was on and engines were running.

Narrative:
A319's APU had failed to start. PIC made hand signals to dispatcher for GPU to be connected. Ramp team leader observed a member of staff approaching from the wing tip to nr2engine to place a security cone. Ramp team leader signalled to the member of staff to return to waiting area. Alleged that no information had been passed to ground staff to advise that A319 required GPU. Ground staff to be advised to approach a/c from the nose and not to wait at the wingtips.

Make/mdl/srs:	OTHER Military BOMBARDIER CL600 2C10	**File Number:**	**201207794**
Phase of Flight:	En-route Normal descent	**UTC Date:**	10/07/2012
Classification:	Incident	**Location:**	NALAX
Event Type:	Deviation-flight level/altitude Separation minima infringement ACAS/TCAS warning triggered		

Headline:
Loss of separation between a military a/c and a Canadair RJ700 on UL602 at FL340. STCA activated. RJ700 received a TCAS RA.

Narrative:
Investigation established that the loss of separation occurred in the vicinity of NALAX when the military a/c climbed into confliction with the RJ700 at FL340. The RJ700 had been instructed to descend FL340 when Scampton ATC called S10/11 and requested crossing clearance for two a/c. It was agreed that these a/c would cross beneath the RJ700 not above FL320 as the military a/c were non-RVSM. Radar indicated a rapid rate of climb by the military a/c and alerts were generated on the S10/11 radar display. STCA activated as the lead military a/c reached FL332. Maximum climb rate of the military a/c was determined to be 13500fpm. TCAS RA was not reported by the RJ700 on frequency, however, it was later reported that an RA had been received.
CAA Closure: Further to the incident, liaison between civil and military agencies took place to discuss this and similar incidents. A review of the radar data processing parameters for en route radars was also commenced.

Make/mdl/srs:	BOEING 737	**File Number:**	**201207738**
Phase of Flight:	Normal descent	**UTC Date:**	05/07/2012
Classification:	Incident	**Location:**	Bodrum
Event Type:	Air Navigation Services Deviation-climb/descent Operational issues IMC		

Headline:
B737 vectored towards high ground during descent. Crew did not accept the clearance and initiated a climb to remain clear of terrain.

Narrative:
A/c vectored downwind to the North for R/W28. Clearance given for 6000ft. Approaching 15nm, Captain enquired with ATC when to expect a turn on to final. Controller advised 15nm due traffic ahead from the South. Captain requested an immediate turn and climbed back to 7000ft. IMC night conditions.

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201207727**
Phase of Flight:	Standing	**UTC Date:**	08/07/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Incorrect loading Security generally Flight preparation Aerodrome services / operations Apron management		

Headline:
Bag loaded and travelled on incorrect flight.

Narrative:
Bag was re-routed to its correct destination.

Make/mdl/srs:	BOEING 757	**File Number:**	**201207709**
Phase of Flight:	Cruise	**UTC Date:**	07/07/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Aircraft/system/component 2300 Communication system		

Headline:
PA and Flight Attendant Alerting System audio failed. Used alternative comms procedures for duration of light.

Narrative:
Flight continued using alternative comms procedures with cabin crew. Toilets were checked more frequently as unsure whether the smoke alarm would sound in the event of a toilet fire.

Make/mdl/srs:	BOEING 737	**File Number:**	**201207687**
Phase of Flight:	Approach	**UTC Date:**	26/06/2012
Classification:	Occurrence without safety effect	**Location:**	Newcastle (NEW)
Event Type:			

Headline:
High energy/unstable approach due to variable tailwind at500ft.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201207617**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	04/07/2012
Classification:	Incident	**Location:**	North UMBEL
Event Type:	Air Navigation Services Airspace infringement Operational issues Coordination Clearance related		

Headline:
Alleged infringement of Danger Area by a B757 at FL290.

Narrative:
B757 working Scottish Mil climbing FL250. B757 transferred from PC North/East to LAC S10 on heading to take it into DA becoming active/HOT. PC tactical believed B757 was weather avoiding when in fact it was on a radar heading and could turn in 3nm as advised by the Mil to the Planner in a phone call. The Planner got distracted by level revisions and forgot that the a/c could turn, hence didn't pass the information on.

Make/mdl/srs:	BOEING 737	**File Number:**	**201207601**
Phase of Flight:	Standing	**UTC Date:**	04/07/2012
Classification:	Occurrence without safety effect	**Location:**	Newcastle (NEW)
Event Type:			

Headline:
Caterer fell from a/c via R1 door. All emergency services attended and caterer taken to hospital. Condition unknown.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201207556**
Phase of Flight:	Normal descent	**UTC Date:**	30/06/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Any other event Interference by LASER/Beamer		

Headline:
B737 in descent at 3500ft targeted by a green laser. ATC informed.

Narrative:

Make/mdl/srs:	AIRBUS A319 AIRBUS A320	**File Number:**	**201207536**
Phase of Flight:	En-route - holding En-route - holding	**UTC Date:**	05/07/2012
Classification:	Incident	**Location:**	Bovingdon (BNN)
Event Type:	Air Navigation Services Altitude related Loss of separation between aircraft Separation minima infringement Clearance related Operational issues		

Headline:
A319 allegedly issued with a descent clearance to FL110 in the Bovingdon hold was observed outbound in the hold at FL100. FL100 occupied by an A320, which was inbound in the hold. Separation lost.

Narrative:
STCA activated. Investigations have revealed that the Heathrow Int North controller intended to descend the A319 to FL110 but in fact cleared the a/c to FL100. He firmly believed that he had said FL110 and annotated the flight progress strip accordingly. When STCA alerted him to his error he immediately locked the a/c on its present heading and issued a climb instruction. Unfortunately he cleared the a/c to climb to FL100. When the pilot queried the instruction the controller reiterated 'Climb FL100'. It was only on the 3rd attempt that he said FL110. The controllers unable to explain why he persistently said the wrong level whilst at all times believing that he was saying FL110. The vertical stack list gave an indication that both a/c were descending to the same level but this was not detected by the controller.
CAA Closure: Report on the incident sent to the units training department for consideration in TRUCE. An investigation is to be made into vertical stack list warnings to reduce frequency of nuisance warnings and improve noticeability of remaining warnings.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201207520**
Phase of Flight:	Cruise	**UTC Date:**	04/07/2012
Classification:	Occurrence without safety effect	**Location:**	London-Gatwick - LGW
Event Type:			

Headline:
Disruptive passenger physically assaulted another passenger. A/c diverted and police offloaded disruptive passenger on arrival.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201207451**
Phase of Flight:	Standing	**UTC Date:**	02/07/2012
Classification:	Occurrence without safety effect	**Location:**	Newcastle (NEW)

Event Type:

Headline:
After allegedly receiving two erroneous loadsheets, reporter commented that more thorough checking of loadsheet data before presentation would help ensure a safe dispatch.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201207447**
Phase of Flight:	Standing : Other	**UTC Date:**	29/06/2012
Classification:	Occurrence without safety effect	**Location:**	Newcastle (NEW)

Event Type:

Headline:
Damage sustained to DHC8 cargo door mechanism during ground handling. Door remained serviceable.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201207358**
Phase of Flight:	Approach	**UTC Date:**	30/06/2012
Classification:	Occurrence without safety effect	**Location:**	Tenerife

Event Type:

Headline:
Windshear on approach. Possible flap overspeed and subsequent go-around.

Narrative:

Make/mdl/srs:	AIRBUS A320 BOEING 757	**File Number:**	**201207209**
Phase of Flight:	Standing Standing	**UTC Date:**	28/06/2012
Classification:	Occurrence without safety effect	**Location:**	Newcastle (NEW)

Event Type:

Headline:
Potential callsign confusion btwn fltnums 6502 and 6582, same operator, departure time and route.

Squawks were also similar.

Narrative:

Make/mdl/srs:	AIRBUS A320	**File Number:**	**201207015**
Phase of Flight:	Initial climb	**UTC Date:**	24/06/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Incorrect loading Security generally Loading Flight preparation Other aerodrome security related event		

Headline:
Incorrect loadsheet. A320 dispatched with incorrect TOB. Loadsheet showed TOB as 178+3. After take-off cabin crew consulted passenger manifest and discovered one passenger was not on board.

Narrative:
Passenger presumed not have arrived as no baggage checked in. Flight continued. Cabin crew also alleged several passengers had boarded in possession of a complete boarding card.

Make/mdl/srs:	BOEING 757	**File Number:**	**201207013**
Phase of Flight:	Standing	**UTC Date:**	23/06/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Aerodrome & ground aids Aerodrome services / operations Apron management 7500 Engine air system 5201 Doors - general		

Headline:
During the removal of an Air Start Unit (ASU) from B757 on Stand 16, significant damage was caused to the a/c's ASU connection ports and door panel. Subject to investigation.

Narrative:
A/c removed from service.

Make/mdl/srs:	ROBINSON R44	**File Number:**	**201207011**
Phase of Flight:	Cruise	**UTC Date:**	20/06/2012
Classification:	Incident	**Location:**	Leeds Bradford (LBA)
Event Type:	Flight crew Aircraft navigation Airspace infringement Flight crew/ANS		

Headline:
Infringement of the Leeds Bradford CTA (Class D) by an R44 at 3200ft squawking 0401. Standard separation maintained.

Narrative:
RAF Leeming were contacted and requested that the R44 contact Leeds Bradford on 133.125MHz.

Make/mdl/srs:	AIRBUS A320 AIRBUS A320	**File Number:**	**201206918**
Phase of Flight:	Take-off Take-off	**UTC Date:**	20/06/2012
Classification:	Occurrence without safety effect	**Location:**	London-Heathrow - LHR
Event Type:			

Headline:
A320, departing R/W09R on a BUZ SID, encountered wake turbulence from preceding A320 on a DVR SID. Standard separation maintained.

Narrative:

Make/mdl/srs:	DE HAVILLAND DHC8	**File Number:**	**201206863**
Phase of Flight:	Standing	**UTC Date:**	20/06/2012
Classification:	Serious incident	**Location:**	London-Gatwick - LGW
Event Type:	Fumes Evacuation Smoke or fumes in aircraft 2540 Lavatories Aerodrome services / operations 4900 Auxiliary power unit 2510 Flight compartment		

Headline:
Serious Incident: Toilet smoke alarm sounded and smell of burning detected during boarding. Rapid disembarkation with fire service in attendance.

Narrative:
CAA Closure: AAIB downgrade to 'Non-Reportable' from AAR investigation. No further investigation to be progressed by the AAIB.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201206799**
Phase of Flight:	Standing : Other	**UTC Date:**	17/06/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Security generally		

Headline:
Hold baggage incorrectly tagged at check in and travelled on the wrong flight.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201206549**
Phase of Flight:	Standing	**UTC Date:**	12/06/2012
Classification:	Occurrence without safety effect	**Location:**	Newcastle (NEW)
Event Type:			

Headline:
Incorrect loadsheet. Loadsheet showed 40 bags in Hold 4, remainder in Hold 3. Actual load, 40 bags in Hold 2, remainder in Hold 3. Error noticed prior to pushback. New loadsheet produced.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201206545**
Phase of Flight:	Normal descent	**UTC Date:**	13/06/2012
Classification:	Incident	**Location:**	Malaga
Event Type:	Air Navigation Services Operational issues Any other event Deviation-assigned details		

Headline:
During an ILS Z approach to R/W12, ATC instructed a/c to turn onto a heading of 090deg towards high terrain due to slower traffic ahead.

Narrative:
Crew elected not to descend below 5000ft but on passing 5300ft were told by ATC to stop descent at 5500ft. A/c was climbed back to 5500ft after which vectors back towards the runway were provided. VMC

maintained throughout the approach.

Make/mdl/srs:	BOEING 757	**File Number:**	**201206544**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	13/06/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Aircraft/system/component 2900 Hydraulic system		

Headline:
Hydraulic leak in flight.

Narrative:
At top of climb, EICAS message 'L HYD QTY' displayed and QRH actioned. Maintrol informed and flight continued as the power transfer unit was powering the LH hydraulic system. A/c fully configured and landed normally with emergency services in attendance as a precaution. The a/c was able to taxi unassisted.

Make/mdl/srs:	OTHER Military ROBINSON R44	**File Number:**	**201206543**
Phase of Flight:	Approach	**UTC Date:**	13/06/2012
Classification:	Occurrence without safety effect	**Location:**	Liverpool
Event Type:			

Headline:
Military a/c at 1500ft, on ILS final R/W09, received TCASRA against R44 which was Westbound, South of R/W09 centreline by approx 2nm. Traffic info given. Military a/c continued approach and landed.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201206492**
Phase of Flight:	Approach	**UTC Date:**	11/06/2012
Classification:	Occurrence without safety effect	**Location:**	Funchal
Event Type:			

Headline:
Unstable approach due to gusty conditions. Abandoned approach and diverted due to fuel constraints.

Narrative:

Make/mdl/srs:	BOEING 737	**File Number:**	**201206481**
Phase of Flight:	Approach	**UTC Date:**	12/06/2012
Classification:	Occurrence without safety effect	**Location:**	Alicante
Event Type:			

Headline:
Windshear reported and experienced on approach, go-around flown to second successful approach and landing.

Narrative:

Make/mdl/srs:	BOEING 757	**File Number:**	**201206425**
Phase of Flight:	Standing : Other	**UTC Date:**	11/06/2012
Classification:	Incident	**Location:**	Newcastle (NEW)
Event Type:	Incorrect loading Loading 3200 Landing gear Flight preparation		

Headline:
Potential tail tip on arrival during baggage offload/passenger disembarkation.

Narrative:
Ground crew member observed NLG was stretching and instructed Holds 3 and 4 to be offloaded as quickly as possible, but to leave Hold 2. Flight crew were informed and commented they thought the a/c was very heavy at the back during take-off and landing. Bags were offloaded from the front of the a/c once there was no risk. The operator has concluded that their current loading procedures are safe and appropriate to the operation. In general, to avoid large aft body up and down movements and tipping: 1. Avoid loading the cargo compartments with an aft bias 2. Avoid unloading the forward cargo compartment first. 3. Have as many of the crew members in the cockpit and forward galley area as possible during the loading and off-loading of passengers and cargo minimum of 4 at the front. 4. Do not reload the aft galleys until the cabin is cleared of passengers. 5. Donor let the cabin cleaning crew onboard until the cabin is cleared of passengers and 6. Having fuel in the tanks helps keep the centre of gravity more forward.
CAA Closure: No further CAA action at this time.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201206166**
Phase of Flight:	Climb to cruising level or altitude	**UTC Date:**	02/06/2012
Classification:	Incident	**Location:**	Alicante
Event Type:	Aircraft bird strike 5300 Aircraft's fuselage structure		

Headline:
Birdstrike to RH side of a/c during climb. Flight continued.

Narrative:
Damage found to the fuselage and the radome. Approx 2-10 birds were struck.

Make/mdl/srs:	AIRBUS A319	**File Number:**	**201206158**
Phase of Flight:	Normal descent	**UTC Date:**	04/06/2012
Classification:	Incident	**Location:**	En Route
Event Type:	Air Navigation Services Emergency descent Aircraft handling Handing over procedure		

Headline:
Due to ATC handovers and conflicting traffic a/c high on decent profile. During altitude capture overspeed warning generated.

Narrative:
In order to regain profile expedite descent selected and a/c accelerated to 340kts, during altitude capture a/c began to accelerate further, in order to prevent overspeed Vs0 selected as speed approached 345kts, a/c continued to accelerate and triggered an overspeed warning. Maintenance control informed on ground, no maintenance action required.