



OCCURRENCE LISTING
Aircraft Below 5700kg
OCCURRENCES RECORDED BETWEEN 01 December 2014 and 31 December 2014

FIXED WING AIRCRAFT

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	Landing	EGBJ (GLO): Gloucestershire	03/12/2014	201416887
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DR400 executed a touch and go to R/W09 without clearance from ADC.
 Runway Incursion. During a busy session, a motor glider landed Runway 09 and was given instructions to vacate via Runway 18. The aircraft missed the turn-off and began circling on the active runway before backtracking to vacate as per the original instruction. During this time, DR400, solo student was on a 0.75 NM final and was instructed to continue approach. While dealing with the motor glider, another situation developed on Apron Alpha and as a result, I was unable to issue touch and go clearance to DR400 however, the aircraft continued and carried out the touch and go. No aircraft was affected by the incursion. Wx 02002KT CAVOK 05/01 Q1026.

AVIONS ROBIN DR400	LYCOMING 235 FAMILY	En-route	EGBJ (GLO): Gloucestershire	04/11/2014	201417091
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Green laser attack.

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Normal descent	EGLF (FAB): Farnborough civil	22/11/2014	201416483
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BE200 in descent to cleared 3400ft was observed with Mode C indicating 3100ft. Standard separation maintained.
 Possible level bust - BE200. I was vectoring BE200 inbound. I instructed the pilot to descend to altitude 3400ft but I later observed the aircraft's Mode C indicating 3100ft and descending. There was no confliction issues so I informed the pilot that his cleared level was 3400ft. I then observed the Mode C readout increase as the pilot climbed back to altitude 3400ft. The pilot made no comment and the remainder of the approach was uneventful.

Content:	This list contains occurrences and accidents to aircraft of 5700kg and below recorded on the MOR database during the period shown above. The list includes information reported to the CAA, information from CAA investigations and deductions by CAA staff. The authenticity of the contents or absence of errors and omissions cannot be guaranteed. The list contains preliminary information.
Purpose:	The information is supplied for flight safety purposes only .
Queries & Reporting:	Contact Safety Data Department, Civil Aviation Authority, Aviation House, Gatwick Airport, W Sussex, RH6 0YR. Tel: 01293 573220, Fax: 01293 573972, sdd@caa.co.uk
YOUR REPORT COULD PREVENT SOMEONE ELSE'S ACCIDENT	

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Climb to cruising level or altitude	RIBEL	16/12/2014	201417561
<p>BE200 climbed to FL254 instead of cleared FL250. Pilot made reference to A/P going through the level. Standard separation maintained. BE200 Level Bust. BE200 was climbed to FL250 on a radar heading. It was observed passing FL252 and reached FL254 when I questioned its level and confirmed it was maintaining FL250. The pilot confirmed they were correcting their level and said it was caused by the autopilot going through the level. No other aircraft were affected by the level bust and safety was not compromised within the sector.</p>					
BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Shut Down	EGPE (INV): Inverness	27/11/2014	201416716
<p>Flight crew injury. After landing and shutting down, F/O bumped his head against the metal oxygen outlet. There is no guard installed on the oxygen outlet system.</p>					
BEECH 33	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Scheduled maintenance	Unknown	25/11/2014	201416624
<p>Landing gear door hinges and nose steering system found seized during maintenance checks. During renewal of life item landing gear parts it was noted that the main landing gear door hinges were seized, the nose steering system was seized, there was no fluid in the shimmy damper and the nose oleo had no fluid. This aircraft had not been maintained by this Maintenance Organisation previously and is based near to the coast in a highly corrosive atmosphere. Operator advised of the importance of proper lubrication as per OEM requirements.</p>					
BEECH 90	UNKNOWN	Cruise	GIBSO	07/12/2014	201417029
<p>Level bust by a BE90. Standard separation maintained. BE90 entered CAS to the West of GIBSO with a destination of Elstree (EGTR). Having been given a radar heading for traffic and expected route instructions it was noted that the Mode C indication was FL193 for a few sweeps, then FL194 and up to FL195. The a/c was advised of the height deviation and after a brief moment or two advised to confirm that he was on the standard pressure setting. The altitude excursion did not directly affect any other a/c although we were dealing with a potential situation with an a/c outbound & comms difficulties with a couple of other a/c at the time so it just added to the mix/complexity. The pilot advised they had a problem with a piece of kit but I was distracted from hearing what exactly (transponder?) - I believe the Mode S may have been switched off or recycled briefly before the correct level was finally shown and maintained. The flight continued normally and I advised the pilot there would likely be reporting action.</p>					
BRITTEN NORMAN BN2	UNKNOWN	Approach	TLPL (UVF): Vieux- Fort/Hewanorra Intl	20/12/2014	201417800
<p>Foreign AIRPROX - A330 on approach at 1200ft received/complied with TCAS RA to "level off" against an Islander. A330 executed a go-around. Subject to investigation by the relevant foreign authority. Missed approach due TCAS traffic. Having been cleared for the RNAV app RW10 and when fully established at approx 1200' traffic converging from the left and below caused TCAS level off alert. A missed approach was carried out followed by a second RNAV approach and landing. The Islander was told to follow us on final approach. Instead the Islander converged with us when we were fully established on the approach.</p>					
BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Taxi from runway	EGEN (NRL): North ronaldsay	15/12/2014	201417744
<p>Islander departed hard runway after landing, turned left onto the grass runway and became stuck in the grass. Aircraft stuck in the grass runway. After landing on runway 28 the aircraft was taxiing back along the hard runway when a shower was encountered and the aircraft turned left onto the grass runway. The runway was water logged and the aircraft sank in about 4/5 inches and became stuck. The passengers disembarked and the baggage was unloaded and taken to the waiting room and the aircraft was able to taxi out under its own power back to the hard runway and onward to the apron. The grass runways will be inspected prior to use by the Islander and the pilot made aware of the condition of the runway.</p>					

BRITTEN NORMAN BN2A	UNKNOWN	Approach	EGHI (SOU): Southampton	12/12/2014	201417308
<p>Temporary lighting failure whilst Trislander was on approach to R/W02. Appropriate ATC action taken. Trislander landed safely. Temporary Lighting Failure. At approximately time 1650 I coordinated a runway change with radar from 20 to 02. The lights (which were all on a pre-set night setting and therefore all selected on) were switched to 02 at the same point. Departure fltnum 615 departed at time 1704 from 02 with nothing unusual seen regarding the lights. The stop bars were the only lights that I altered during this time (by selecting and deselected to allow the aircraft onto the runway). However, the next movement was an inbound Trislander who asked me to 'turn the PAPIs on' when approaching a 4nm final. When I looked down at the lighting panel I was surprised to see the PAPIs indicating off. I attempted to turn the PAPIs back on using the mouse but on first attempt this did not appear to work, and then on second attempt I looked up to see all the runway lights had turned completely off. I was about to send the Trislander around when I was able to switch all the lights back on using the pre-set night (5km or more and cloud base greater than 700ft) button. The Trislander landed safely and I apologised for the lighting glitch. I reported the lighting failure to my manager and the airport engineers were informed</p>					
BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Taxiing to/from runway	EGPA (KOI): Kirkwall	08/12/2014	201417179
<p>Suspected excess rudder movement. After Landing, taxiing on the apron, suspected excess rudder movement. Rudder system inspected, rudder final drive rod end bell crank found damaged, bell crank removed, new levers fitted, bell crank assy refitted. Rudder cable tension & rudder system rigged, range of movement checked at wh 11.30" & 11.20".</p>					
BRITTEN NORMAN BN2T	UNKNOWN	Normal descent	EGAA (BFS): Belfast/Aldergrove	12/12/2014	201417317
<p>A/c in descent to cleared altitude 2800ft was subsequently observed descending through 2300ft. Standard separation maintained. 1430 a/c being vectored for ILS25(z) joining right base at approx 18nms given descent to 2.8A. A/c was observed descending through 2.5A at which point I checked his level. A/c confirmed that he was descending to 2.8A so a QNH check was passed and a/c then climbed back to 2.8A. The approach continued without further incident.</p>					
BRITTEN NORMAN BN2T	UNKNOWN	En-route	IVO Lurgan	19/12/2014	201417748
<p>A/c operating at FL100 was observed at FL103 and subsequently observed at FL97. Standard separation maintained. A/c operating at FL100 observed first at FL103 (approx.1935) and asked to confirm level. Reads back FL100 and descends. Moments later (1948) observed at FL097. Asked again to confirm level then is offered operating band FL90-100.</p>					
BRITTEN NORMAN BN2T	ROLLS-ROYCE 250-B17	Initial climb	EGAA (BFS): Belfast/Aldergrove	06/12/2014	201417050
<p>Erroneous ASI indications. During the initial take off roll the primary ASI on the PFD indicated the expected airspeed increase and a cross check with the electronic standby instrument ASI confirmed a similar reading. Pitot heat was selected off on both sources as the weather indicated no icing conditions for the intended flight. Due to a low headwind component a higher groundspeed at Vr was anticipated. As speed increased towards what felt from experience like rotation speed the PFD showed the airspeed to be still 10kt below Vr. The aircraft felt lighter than normal but it was thought that a lower than normal take off mass accounted for this. The aircraft continued to Vr and took off without incident. Climb rate was higher than normal and a cross check of the ASIs showed the PFD as 91kts and ESI at 114kts. Pitot heat was selected resulting in the PFD speed slowly rising to under read the ESI by 5 kts. A normal approach and landing was made to runway 25 and the fault was reported to maintenance. Inspection of both Pitot static heads on this aircraft and a similar one fitted to the second company showed all to be unserviceable. All were fitted in recent months.</p>					
CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Final approach	EGNY : Beverly (Linley Hill)	19/11/2014	201416817
<p>UK AIRPROX 2014/220 - C150 and a military training a/c at Beverley airfield at 500ft.</p>					

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Final approach	EGNY : Beverly (Linley Hill)	19/11/2014	201416819
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UK AIRPROX 2014/221 - C150 and a military training a/c near Beverly airfield.

CESSNA 150	UNKNOWN	En-route	EGNJ (HUY): Humberside	03/11/2014	201417063
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Green laser attack.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGNH (BLK): Blackpool	16/12/2014	201417574
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Radio transmission failure.

At approx 1100 pilot called for recovery and standard rejoin instructions was given by undersigned, no response from pilot. At 1102 received a call from

D&D stating that there was a 7600 squawk approx 2nm Northeast of airfield. 1105 intermittent communication established and aircraft landed following a Green lamp signal from the Control Tower.

CESSNA 152	LYCOMING 235 FAMILY	Initial climb	EGNV (MME): TEESSIDE	23/11/2014	201416410
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Aircraft returned due to a jammed flap.

Aircraft was in the left hand visual circuit Runway 23. Following a touch and go, on climb out from RWY 23 he was requested to complete a right hand circuit. The pilot then reported that the aircraft had a stuck flap and he would like to land. The pilot was advised that RWY 05 was available if required and after receiving a wind check he elected to perform a teardrop approach to land back on RWY 05. At 1429 a full emergency was initiated. The aircraft land safely back on RWY 05 at 1430 and pilot was able to taxi back to the hangar with no assistance. The AFS vehicles remained in position until the aircraft had safely taxied back to hangar. Full emergency was stood down at 1432.

CESSNA 152	LYCOMING 235 FAMILY	En-route	EGLD : Denham	30/11/2014	201417589
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Green laser attack.

CESSNA 152	LYCOMING 235 FAMILY	Cruise	EGWU (NHT): Northolt	10/12/2014	201417622
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Infringement of the London CTR (Class D) by an unknown aircraft squawking 7000, indicating unverified 1500ft. Aircraft identified as a C152. Standard separation maintained.

Northolt - London Class D infringement. I was working solo as Northolt Approach bandboxed when I witnessed a 7000 squawk depart Denham ATZ and track westbound into the London Class D airspace. I contacted Denham ATC to attempt to identify the aircraft and provide a solution, Denham identified the aircraft as C152 and the pilot was told to route northbound immediately, which they did. The aircraft tracked approximately 3 miles west of Denham and 2 Miles south of Beconsfield before the instruction to turn was given, the highest altitude witnessed from the Mode C was 1500' unverified.

CESSNA 152	LYCOMING 235 FAMILY	En-route	Gainsborough	06/12/2014	201417638
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Green laser attack.

CESSNA 152**LYCOMING
235 FAMILY****Cruise****BHX****16/12/2014****201417670**

Infringement of the Birmingham CTA (Class D) by an unknown a/c squawking 7000 at 3000ft. A/c identified as a C152. STCA and AIW activated. Traffic info given. Standard separation maintained.

I was OJTI to a trainee with 200+ hours training on Radar. PA34(1) had completed a LOC/DME approach and Go Around to R/W33 and had been placed on its own navigation to destination at 3000' with the condition that the a/c would turn no further left than hdg 150. As the PA34(1) would be leaving CAS traffic info was given on a 7000 contact to the South. The PA34(1) pilot reported visual. The STCA alert was flashing. As the a/c got closer it was confirmed again that the pilot was still visual. The 7000 infringed CAS (the AIW warning was initially missed due to the STCA already flashing) and the PA34(1) passed behind. At the same time clearance had been given for a non-transponding a/c to cross Birmingham CAS and 2 a/c were being vectored inbound. The second inbound was a PA34(2) who was given hdg 340 as the 7000 continued to penetrate CAS eastbound. Supplementary 19/12/14:

Take off with QFE = 1012, QNH = 1015, R/W18 right hand. Freq 124.025. Straight climb out past noise abatement then right turn out to follow planned route. Climbed to 2500' on QFE then changed to QNH and climbed to 3000'. I turned late and further North of Worcester than usual, tracking me more northerly but on a parallel course. My usual landmarks were not visible and I decided to check my heading using the VOR facility which I have used as a back up in the past for information only. The VOR was already set to Daventry on 116.400 so I changed the OBS to fix a radial of 090. The needle immediately swung to the left and the 'TO' flag showed. I was surprised as it suggested I was too far South. I assumed winds aloft may have drifted me although there was nothing on the ground to confirm this (smoke etc). I reset my Altimeter to the QFE setting given at take off (1012) and began a slow descent as I now assumed I was on course to arrive and land at intended destination. I turned left slightly to try and meet the radial. I became concerned when the needle remained tight left so I adjusted the OBS to see that it did move and TO/FROM flag changed, it did so I re-set to 090. After a little time I lost confidence in the VOR reading as I could identify no local ground feature but I saw that I was approaching closer to Birmingham City landscape on my left than I was used to, but I assumed I was still outside the 1500 CTA. I then identified Stratford upon Avon to the South and immediately began a right hand descending turn. I called ATC to announce my intention to descend dead-side for an overhead rejoin on right hand circuit for R/W18, as I was monitoring their frequency I was aware that no runway changes had been made. My altimeter read 2400' on the QFE 1012 but ATC informed me that the new QFE was 1010 which I set into the altimeter. The dead-side descent, circuit and landing went without hitch. My watch read 13' 30". As a highly embarrassed, distressed and apologetic pilot I telephoned the Watch Manager at Birmingham Tower after my club called me to say I had infringed. Since I was not expecting to be anywhere near the Birmingham CTA I had kept the radio tuned to intended destination as I was local flying out and back. The highly informative and helpful conversation with the Birmingham Watch Manager has given me great advice on using the watching frequency and Squawking code 0010 when flying anywhere near Birmingham CTA in fact they can monitor me well in a 40 nm radius. Had I been monitoring this frequency Birmingham could have contacted me and warned me of my impending infringement saving me and them any distress. Debriefing this with club instructors I feel that I was in error to accept the settings of the previous pilot (any previous pilot) even though the frequencies were 'correct', and I should make a deliberate attempt to set my own frequencies etc, as the likely cause of my error was that the VOR and Radio frequencies had been selected on the secondary rather than the primary Comms box which lit up as soon as I powered up the a/c. I feel I have learnt 3 major lessons. 1. Make my own adjustments and settings during pre-flight checks. 2. If flying away from circuit use the 0010 squawk and monitor Birmingham freq. 3. Make a note of identifying landmarks that could indicate I am entering a CTA - BUT KEEP OUT!

Supplementary 22/12/14:

I was OJTI to a trainee with 200+ hours experience. @ 1318 a zone infringer was noticed at 3000' South of Birmingham (BHX186/12nm). Contact was eastbound towards the R/W33 final approach. An Oxford training a/c was turned away (hdg340). The infringer turned to the South towards Wellsbourne, due to other tasks and some training related discussion the infringers track was not followed after it left CAS.

CESSNA 172**LYCOMING
360 FAMILY****En-route****EGLL (LHR):
London/Heathrow****29/11/2014****201416707**

Infringement of the London CTR (Class D) by an unknown aircraft at 1300ft, resulting in loss of separation with inbound traffic. Aircraft identified as a C172. Traffic info given.

Soon after I took over the FIN position I noticed an infringer start to track in to the zone from the White Waltham LFA. At the time I had fltnum 3R on a base leg from the North for RWY 09L and had just turned fltnum 333P from the South on to a northerly base leg. Having seen the infringer start to track towards the East I decided to take the fltnum 3R through the LOC and turned the fltnum 333P on to a NW heading to accommodate this. Unfortunately even though the fltnum 333P read back this instruction they needed confirmation some time later and the rate of turn was very slow. As this was now going to be an issue with the fltnum 3R going through the LOC opposite direction I told fltnum 333P to stop descent and maintain 4700' which they did and separation between them at least was maintained. I received confirmation from Thames that they had received confirmation from White Waltham that they were in contact with the infringing aircraft and that it would be tracking SW to leave the zone, I therefore started to vector for 09L again.

CESSNA 172	CONTINENTAL (TELEDYNE) USA 300 FAMILY	Maintaining position	EGCB : Manchester/Barton	30/11/2014	201416722
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C172 at Holding point A3 was subsequently observed to enter R/W26R without ATC clearance. Runway infringement. C172, was at holding in turn behind a Cessna 150 at Holding Point A3. The Cessna 150 was advised 'Take off at your discretion' and entered the runway and got airborne. Behind that departure a helicopter was authorised to air taxi across Runway 26R. C172 was then observed to enter Runway 26R with no advise or authorisation to do so. C172 advised to hold on the threshold to allow the helicopter to cross. Once the helicopter had vacated C172 was advised 'Take off at your discretion' and departed without further incident. The Airport Duty Manager subsequently spoke to the pilot of C172, who expressed his apologies for the infringement, advising he had become distracted during a period of busy RT.

CESSNA 172	LYCOMING 360 FAMILY	En-route	EGBJ (GLO): Gloucestershire	06/12/2014	201417590
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Green laser attack.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	EGLL (LHR): London/Heathrow	19/12/2014	201417736
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Infringement of the Heathrow CTR (Class D) by a C182 at 2400ft. AIW activated. Standard separation maintained. At 1154z C182 called on frequency requesting a basic service. The pilot was issued with a squawk of 0435 and given the QNH and a basic service. A primary contact was observed North of Blackbushe still inside the ATZ and I believed this to be C182 resetting the squawk. The first time I saw the 0435 squawk was when the AIW warning alerted me to the infringement and C182 was issued with an immediate turn to the West to leave CAS. Once clear of the CTR C182 was given his position in relation to the WOD NDB and he confirmed that he was happy to continue with his own navigation. On my next scan I noticed that his current track looked likely to infringe the North West corner of the CTR and so I suggested a left turn of 10 degrees to remain clear. Whilst in the process of handing over position C182 reported that he would like to continue on a heading of 360 degrees, I acknowledged this and informed him that the Wycombe Air Park ATZ was ahead by 5NM, C182 replied that he would request a change to Wycombe Air Park soon. Whilst still handing over I then observed that C182 was about to enter the Wycombe Air Park ATZ and so I transferred him to the Wycombe Air Park frequency.

CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Cruise	Sevenoaks	29/11/2014	201416822
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UK AIRPROX 2014/223 - PA28 and a C182 at 2400ft near Sevenoaks.

CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Cruise	En route	13/12/2014	201417337
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MAYDAY declared and aircraft returned due to loss of power and smoke. A/c reports 5 west of det. returning due loss of power and smoke. I asked a/c is he declaring MAYDAY. Affirm. Emergency response given. A/c handed to Radar. A/c landed.

CESSNA 310	UNKNOWN	Taxi to runway	EGNS (IOM): Isle Of Man/Ronaldsway	04/12/2014	201416901
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Runway incursion. The C310 called for taxi and was instructed to taxi to Holding Point D1 for R/W08 and report ready. At 06:59 the a/c was observed to have crossed D1 and was heading towards the R/W. The pilot was informed that he had crossed D1 and was asked if he was ready for departure. The pilot apologised and confirmed that he was ready for departure so he was instructed to enter R/W08, backtrack and line up. At the time of the incident the R/W lights were set for R/W08 night operations and the D1 stop bar was illuminated.

CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Taxi to runway	EGNS (IOM): Isle Of Man/Ronaldsway	04/12/2014	201416925
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Chart holding point not iaw actual airfield location.

Taxing to D1 on the chart is not the same location on the airfield. while holding @ "D1" I was instructed to taxi to Holding point "D1" after consulting the chart "D1" hold position is further down the Taxiway D. I proceeded to this holding point - to be told that I have passed the D1 hold point. Chart D1 hold point is in a different place to actual field location. Confirmation with the tower would have been advisable.

CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Normal descent	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12/11/2014	201415946
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C310 descended 400ft below cleared FL80.

Level bust in descent. After being cleared to descend to FL80, my attention was taken with the GPS (assisting pilot trying to organise a GPS waypoint for a 10 mile final for destination). I proceeded to descend through assigned level by 400ft.

CESSNA 406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Cruise	Ledbury	12/12/2014	201417688
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Green laser attack.

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Climb to cruising level or altitude	BANEM	02/12/2014	201416923
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C510 climbed to FL180 instead of cleared FL170. Standard separation maintained.

Level bust. We were level at FL160 in light to moderate turbulence and cleared to climb to FL170, earlier we had been warned of moderate turbulence in our area FL180 to FL220 between IDESI and JACKO, pilot flying set FL270 and started climbing at a good rate of climb to get out of the turbulence. Confirmation of the FL set in the ALT box was not confirmed by PNF. ATC then advised us to stop climb at FL190 as noticed we had FL270 set. ATC advised that separation had not been compromised, was unconcerned about it and wouldn't warrant a report. Whilst transmitting to ATC the PF could not hear PNF read back on the radio due to an issue at the time with the head sets, a replacement headset has been organised. 1. Crew raised Company ASR on return to base (noting ATC were unconcerned). 2. Comment from Compliance Monitoring Manager : "No actual conflict resulted from this 'excursion', however, recommend crew debrief to check for any lessons which could be learned". 3. Head of Flight Ops debriefed Crew and carried out investigation, observation by HoFO: "The investigation revealed that failures by both pilots to strictly adhere to company SOPs, exacerbated by turbulence and poor radio side tone (resulting in the Handling Pilot having difficulty hearing radio call - read backs) ultimately lead to this occurrence. No airspace infringement occurred and ATC quickly reallocated the a/c to a new level without difficulty." 4. HoFO called up 3 separate actions: a. Line Training Captain to fly with crew - Both pilots to fly with a Line Training Captain before flying together. b. Re-brief both pilots on Company SOPs - Both pilots individually rebriefed and Company SOPs discussed at length. c. Review SOPs - SOPs reviewed relating to altimeter setting and altitude flight level change procedures. Additional NOTE added to clarify procedure before the a/c is leaves / deviate from the cleared Flight Level / Altitude.

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Normal descent	EGNJ (HUY): Humberside	03/11/2014	201417138
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Green laser attack.

CESSNA 525	UNKNOWN	Normal descent	LAT/LON 53-01N/02- 10W	02/11/2014	201417168
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Green laser attack.

CESSNA 525	UNKNOWN	Other	Unknown	13/11/2014	201416016
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Leak from oxygen bottle due to suspected loose fitting.

Aircraft was booked for a Pre- Purchase Inspection. Work Order IMRO REV was raised to control/document the work. During a pre-input inspection of the aircraft, the oxygen gauge was found to be reading 0psi. The oxygen bottle was charged to 1800psi as per the AMM, but after 2 hours it had reduced to 1300psi - with an apparent leak rate of 250psi per hour. The AMM acceptable limits are 50psi per 24 hours. A leak check was performed as per the AMM, the leak was consequently traced back to the oxygen bottle and found to be coming from the gauge line union. Once the oxygen was emptied from the bottle, the gauge line union was investigated and found to only be finger tight. There is no obvious definitive root cause for this occurrence. Due to the difficulty in accessing the oxygen bottle, it can only be surmised that the gauge line union may have been fitted loosely at some point in its maintenance history and vibrated loose over time. Further investigations to follow. As per the AMM, the oxygen bottle will be replaced due to being depleted to 0psi. Upon installation of the new bottle, all unions will be tightened appropriately as per the AMM with the subsequent leak test carried out. The relevant authorities will notified of the occurrence via this report.

CESSNA F150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Approach	EGNE : Repton/Gamston	09/11/2014	201415882
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MAYDAY decaled due to rough running engine.

Whilst O/H the airfield at 200 feet on the QFE of 1000, engine lost rpm running very rough! CARB heat applied, MAYDAY declared to use RWY as aircraft now at 800 feet. After approximetly 3 minutes, RPM recovered and bad weather downwind circuit completed to land on RWY without further problems.

CESSNA F152	LYCOMING 235 FAMILY	Cruise	En route	14/06/2014	201415649
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Aircraft suspected transponder issues.

Whilst working as W2 supervisor the WAL planner called and reported an unidentified pair of returns indicating FL289. S29 had been informed by the WAL planner so I started trying to trace the aircraft. As the desk was double manned I called the airport supervisor and I called other airport. Airport were unaware of the return, so I then called LAC LAS North to point out the returns to them, which they in turn advised that they were aware and avoiding with traffic. Confirmed that they thought they knew the identity of the aircraft (later confirmed by mode S data), and that they would request it to turn off its mode C. The call sign was ascertained from the mode S radar data and then confirmed by other airport, both returns were from the same aircraft although approximately 2 miles apart. Other airport reported that the aircraft was in the circuit at 1000ft. Yesterday morning there were similar reports of an aircraft indicating fl280 for a short time in the same area but the aircraft was not traced. Other airport believe the aircraft to be the same as yesterday. The aircraft details were then passed on to S7 and airport. Suspected transponder issues.

CESSNA F172	LYCOMING 320 FAMILY	Cruise	En route	30/11/2014	201416720
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PAN declared due to electrical sparking and burning smell in the flight deck.

The flight was being conducted as a check flight for a PPL holder to comply with club currency rules. The issue occurred as an approach stall was being practiced. The PPL pilot went to select flap and as he operated the flap level a shower of sparks immediately issued from the area around the flap lever. There is also a 12v power point directly next to the flap lever and it could not be ascertained in flight whether it came from there or the flap lever. There was an immediate smell of burning but no flames were seen. The flying instructor declared a PAN and the aircraft was immediately returned to the airfield for an uneventful flapless landing. The smell of burning disappeared after about one minute from the sparks and did not return. The aircraft was met by the airport fire services and taxied safely back to club apron with no further issues. The aircraft was removed from service to be checked by engineering staff prior to any further flying. Aircraft inspected in area of flap lever and auxiliary power supply. It was found the metal sheath on the back of the auxiliary supply had come adrift and contacted the power feed wire causing the unit to short out. The unit has a inline fuse which had blown i.a.w its design parameters. No other ancillary units were affected by the short circuit, and only marginal scorch marks were found on the supply surround. The auxiliary supply unit appears to be the original from aircraft build and was fixed by means of a screw thread surround, with a serrated cap end which bites into the aft of the flight panel fascia. These serrated teeth had worn which allowed the cap to quickly unscrew through flight vibration. There is some evidence that the unit may have had small tangs on the screw portion which would have also acted to prevent the surround unscrewing in this manner. Due to the age of the aircraft and modifications/refits to avionics or nearby ancillary systems, it is feasible to assume the surround may have been removed on several occasions for access thus weakening and/or stressing these tangs. A new complete unit has been placed on order, the damaged unit has been removed, the supply wire capped and the fascia has been placarded as inop until fitment of a replacement item. The unit appears to have failed due to age and deterioration, though as this bears no detriment to the design or quality of the unit. There was no further signs of damage to the aircraft, and all electrically operated systems were verified to be working correctly. The aircraft was certified and released back to service.

CESSNA F406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Aircraft repair	EGPE (INV): Inverness	24/11/2014	201416836
<p>Burning smell in flight deck due to P2 PTT wiring caused autopilot disconnection and electric trim interruption. Crew report of autopilot disconnects when P2 transmits using PTT switch. P2 electric trim intermittent and P2 unable to transmit on PTT when P1 uses electric trim. Trouble shooting to reproduce trim fault, cockpit went dark (power loss) with an associated burning smell. TLS 7070 defect 1,2,3. 2 broken wires in right hand control column wiring harness found causing short circuit. Wires from plug J225 pins 2 and 4 to P2's control wheel. Both damaged wires repaired with inline crimps IAW standard practices. Functional test of elevator trim system and autopilot carried out while transmitting using P2's PTT switch - no faults found. Same occurrence also reported in April 2011.</p>					
CESSNA F406	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Standing : Engine(s) Not Operating	EGPE (INV): Inverness	15/12/2014	201417631
<p>RH engine leaking oil post maintenance. 'O' ring found to be missing from oil filter. On arrival following maintenance, oil was seen to be dripping from RH engine cowlings. On investigation it was discovered that the Oil Filter O ring was missing. Internal investigation on going. Maintenance organisation to provide us with finding from their investigation as to how this error occurred.</p>					
CHAMPION 7KCAB	LYCOMING 320 FAMILY	Taxi	EGBO : WOLVERHAMPTON	14/11/2014	201416051
<p>Aircraft tail wheel struck runway light during taxi. On Completion of a solo circuit the aircraft exited runway 16 on to runway 28 and was seen to strike the runway edge light with the tail wheel the pilot was not aware of any impact. On subsequent inspection of the runway light it was found to be dislodge at the stem. Inspection of the aircraft showed no damage. Airport ATC & Operations have been informed.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Taxi to runway	EGPH (EDI): Edinburgh	02/12/2014	201416815
<p>OPS 2 crosses 12/30 crossing when lights at red. SR22 requested taxi from the GAT. I turned the lights to red, visually checked the crossing was clear, and gave taxi instructions to the a/c. Subsequently, during my visual scan, I noticed a vehicle had just passed the West side of the crossing and was about to enter 12/30 heading east bound. I then ascertained that it was OPS2 who had crossed without clearance. When asked, he intimated that he had crossed with the light at red. The a/c was instructed to hold at U1. There was no chance of a collision at any time between the a/c and Ops2.</p>					
CIRRUS SR22	UNKNOWN	Climb to cruising level or altitude	EGKB (BQH): Biggin hill	04/12/2014	201416909
<p>SR22 climbed to 3000ft instead of cleared altitude 2400ft, infringing the LTMA (Class A). Standard separation maintained. Level Bust. SR22 was given a clearance via APP to route DET at 2400ft from runway 21 which turns right back to the overhead before routing to DET. On departure SR22 was observed to climb into controlled airspace to 3000ft. No traffic as in the vicinity to effect, therefore SR22 was allowed to maintain 3000ft until further climb could be given.</p>					
CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Cruise	BNN	05/12/2014	201416993
<p>Possible infringement of the LTMA (Class A) by an SR22. SR22 infringes CAS SE of BNN. At approximately T1645, SR22 was observed to infringe CAS, SE of BNN, at 2.7A. The aircraft maintained that level for a short while before descending and leaving CAS. The aircraft infringed CAS again afterwards, but for a shorter period of time. At the time of the first infringement, Falcon 2000 (on a CPT departure) was given a right turn off the SID to ensure the aircraft maintained separation.</p>					

COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX 912	Maintaining position	EGBJ (GLO): Gloucestershire	03/12/2014	201416890
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Ikarus C42 at Holding point E2, issued with a conditional clearance to backtrack, line up and wait after a departing A109, was subsequently observed to enter R/W09 before condition had been met.

Runway Incursion. Ikarus C42 was carrying out pre-flight checks at Holding Point E2 for a Runway 09 departure. An A109 was given a clearance to line-up on Runway 09, and Ikarus was subsequently given a conditional clearance to backtrack, line up and wait after the departing A109. Ikarus C42 was then observed to enter Runway 09 via E2 before querying whether the A109 was departing Runway 09 or 27. The A109 at this point had not been cleared for take-off and the Ikarus C42 vacated the runway back to E2. Wx 35003KT 9999 FEW030 07/03 Q1024.

CYCLONE AIRSPORTS PEGASUS QUIK	BOMBARDIER ROTAX 912	Landing	Balado, Kinross	30/11/2014	201416840
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UK Reportable Accident: Hard landing. Damage to fuselage, propeller and landing gear. Two POB, no injuries reported. Subject to AAIB AARF investigation.

DE HAVILLAND DHC6	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Landing	EGHC (LEQ): Land's End/St. Just	09/12/2014	201417225
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Aircraft bounce landed resulting in runway excursion.

On landing on runway with a crosswind I misjudged the flare and the aircraft bounced. I took the view that the landing was recoverable and touched down again, but the aircraft bounced again and settled on the third touchdown on the right side of the runway, but aligned with the runway. I selected full reverse, applied opposite direction rudder and into-wind aileron, and some differential braking but was unable to maintain directional control as the aircraft weather cocked towards the wind. I took the view that the ground speed was too fast to safely use the nose wheel steering to regain the centreline and with the knowledge that there were no significant obstacles to the right, let the aircraft roll off the runway into wind. Once the aircraft slowed we taxied back onto the runway and to stand. We landed the aircraft in almost identical weather conditions in the day without incident. I believe that a combination of unfamiliarity with landing the aircraft type at night coupled with the crosswind conditions and the brightness of the runway edge light caused me to misjudge the flare and destabilise the landing.

Supplementary 09/12/14:

Due adverse weather DATCO requests a weather standby, RFFS responds, suitable AGL on an intensity. Captain opts for crosswind runway due low cloud on active runway, runways are damp. Aircraft lands on runway, bounces and leaves the runway on to the grass.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Scheduled maintenance	EGBE (CVT): Coventry	29/10/2014	201415336
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Fuel leak.

During the 1000hrs check we found a leak on the LH fuel tank. We had to remove the fuel tank for the 1000 hrs inspection and when we did so we found a fuel leak. After investigation we found that the fuel tank was cracked around one of the welds. Current hours of the aircraft are 2960.1 A/C TT.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Initial climb	EGBE (CVT): Coventry	18/11/2014	201416233
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Aircraft returned due to rough running engine.

After normal departure and power checks experienced initial light vibration followed by power reduction (20kts below normal performance for 65% power) when flying straight and level. Further events: 1) ECU swap to B - initial gain of power which very quickly disappeared. 2) Pitot heat on - no effect on performance. 3) Reduced power to reduce possible further damage (in case of possible friction suggested by noise experienced) 4) Revised checklist - ready for a possible precautionary landing or forced landing 5) Requested rejoin back 6) Landed with no further issues. On a prompt and successful recovery of a potential recovery of a potential fault in a training aircraft. Captain correctly identified a power plant/propeller fault. Following a change of component (propeller) and subsequent test flight - no further fault was found. The propeller in question is now with maintenance and further review will be conducted with manufacturer propellers. In this instance no danger to life or airframe were encountered due to quick thinking of the captain.

DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	En-route	HON	16/12/2014	201417576
<p>Infringement of the Birmingham CTR (Class D) by an unknown a/c at 1300ft. Aircraft identified as a DA40 flown by a solo student pilot who subsequently accepted vectors for a visual recovery to intended destination. Standard separation maintained.</p> <p>Infringement of Birmingham CTR. I was operating as the APS controller at Coventry when at approximately 13:55 my ATSA was alerted by Birmingham ATC to an a/c on our conspicuity squawk entering the Birmingham CTR approximately 2 - 3 nm SW of HON VOR. At the time I was busy taking the details of multiple transit flights requesting services from Coventry. When I was able to take the information about the infringement from my ATSA I guessed that the most likely of the local flights I had at the time to be the subject a/c was a DA40. I asked the pilot (a solo student) his position, which he believed to be 5 mile SW of Leamington Spa. However the VDF trace indicated that he was in fact West of Coventry airfield and corresponded with the subject a/c. I instructed the pilot that I believed he was just entering CAS SW of Honiley and to turn South immediately. I then instructed the pilot to squawk 4363. Once positively radar identified the pilot was informed of his exact position which was now approx. 4 nm WSW of HON VOR at 1300' Alt. and again instructed him to turn South immediately as he had not yet initiated a turn as observed on the radar display. Once the a/c was clear of the Birmingham CTR I offered the pilot vectors towards their intended airfield for a visual recovery, which he accepted. He was vectored towards a downwind left hand position and passed his position in terms of prominent ground features on the way. The pilot got intended airfield in sight when about 6 nm SW and continued on his own navigation towards the downwind join for RW23 and landed without further incident. Birmingham ATC were passed the a/c details and they requested the pilot and/or instructor contacted them. Flight training company were passed details of the infringement and were requested to contact Birmingham ATC.</p> <p>Supplementary 06/01/15: I was working as Radar 1, Rwy 33 ops, light traffic. At approx 1350 I noticed an aircraft squawking 4363 South West of Honiley, under the CTA2 at 1400 feet Northwestbound. As it was a Coventry approach squawk I was not unduly concerned it would infringe, aircraft regularly fly to the edge of the CTA and fly along it on GPS. I had no traffic in the vicinity. I called Coventry as the aircraft was just before the CTA boundary, 3 SW of HON to ask them to turn the aircraft away. I rang the TWR/APP instead of the RAD line in error and the assistant relayed the message. The aircraft then descended and turned to the SW leaving CAS in the vicinity of Wellesbourne. Mode S showed the infringer, Coventry told me the registration. The deputy CFI of operator called me and said it was a student flying, under instruction and that he would debrief them. I reinforced the need to call ATC if unsure of position and the infringement questionnaire has been sent.</p>					
DIAMOND DA40	THIELERT Centurion 1.7 (TAE 125)	Cruise	LOREL	20/12/2014	201417756
<p>Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a DA40 at 3000ft. AIW activated. Standard separation lost. Avoiding action and traffic info given to a B737.</p> <p>Infringement of CAS near LOREL. I was working LARS North (LARS East split) with about 12 a/c on a busy frequency. DA40 called at 1200 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was DA40 on the wrong squawk and then advised him to descend below CAS. During this time my colleague on LARS East phoned Luton Radar to let them know the details and advised them that the a/c was now leaving CAS.</p> <p>Supplementary 23/12/14: At time 1202 an unknown contact entered CAS at 3000ft around the BKY area travelling East. A B737 was on an westerly track travelling through the Luton gate. The B737 was given avoiding action to the North. The unknown contact shortly afterwards displayed a Farnborough squawk who were contacted and the infringing a/c was identified.</p>					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Landing	EGHH (BOH): Bournemouth/Hurn	02/12/2014	201416837
<p>UK Reportable Accident: Landing gear collapsed. Damage to propeller and fuselage. Three POB, no injuries reported. Subject to AAIB AARF investigation.</p>					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Cruise	EGHH (BOH): Bournemouth/Hurn	15/12/2014	201417572
<p>Engine Control Unit (ECU) A and B failure. At f1050 during cruise, l/h ecu failure caution appeared. It was re-set as per qrh and cleared. Approximately 30 seconds later it came back on, along with an ecu b failure caution. These did not clear or re-set. Initially l/h oil temp was low (off the scale) then high oil temp warning annunciated. Returned for a normal landing. L/h engine shut down upon landing for precaution. Aircraft submitted to engineering for investigation.</p>					

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Cruise	EGHH (BOH): Bournemouth/Hurn	16/12/2014	201417721
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Green laser attack.

DIAMOND DA42	OTHER (AUSTRALIA) E4 (AE300)	Cruise	En route	19/11/2014	201416385
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PAN declared and aircraft returned due to LH engine fuel temperature high. The aircraft was at 3000' on a transit when a LH FUEL TEMP HIGH master warning was seen. The crew monitored the fuel pump gauge and observed it in the green arc but climbing towards the red arc. The QRH was action which required the engine power to be reduced and the fuel temperature monitored. The power was reduced from 80% to 35%. The fuel temperature was observed to fall back into the middle of the green arc. As a precaution the crew opted to return where the problem could be checked out by the engineers. Approx 30nm north the fuel temp was observed to climb into the red arc again. The engine power was reduced to 20% which returned the temp back to the middle of the green arc. Approx 15nm the fuel temp was again observed to climb back into the red arc. Power was reduced to idle and a PAN was declared. An approach and landing was made to RWY08 with the left hand engine at idle power. The fuel temp was observed high in the green arc but remained outside of the red arc during the approach and landing.

DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Missed approach or go- around	EGKB (BQH): Biggin hill	04/12/2014	201416941
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RH main undercarriage gear light INOP and door warning light illuminated. The aircraft was making an approach on the ILS. Prior to intercepting the glideslope the gear was lowered. Just after intercepting the glideslope I checked that all three gear indication lights were green and observed only two were illuminated. The aircraft carried out a missed approach. During the go-around the door open warning illuminated on the PFD. We declared a PAN PAN. We followed out the appropriate checklists and requested that we make another approach but with the intention of conducting a low fly-past over the runway so an observer in the tower could check whether the right hand main gear had extended. This request was approved, the aircraft was radar vectored to the approach and during the fly-past the tower stated that the right hand main gear appeared to have extended. Following the low fly-past we carried out a missed approach. The aircraft was vectored for another approach on runway 21 and this was carried out successfully and the aircraft landed without further incident. Upon landing we confirmed that all of the doors were closed.

ECLIPSE AVIATION 500	PRATT & WHITNEY (CANADA) Other (PW610F-A)	Climb to cruising level or altitude	EGJB (GCI): Guernsey, Channel Is.	25/11/2014	201416538
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Altitude excursion. Standard separation maintained. EGJB APP had called for a release on an EA500 as is the procedure for this departure. I then had another phone call asking for higher. This was declined due to the fact that I had an a/c descending to 4000 altitude 13nm East of GUR. Guernsey then said the pilot had asked for more, and I explained that I couldn't. The EA500 was then observed being airborne from EGJB. On calling Jersey Control, I identified the a/c. I had noticed his Mode 'S' level was selected as 50, suggesting that he climbing above the SID level, however I did not have time to challenge him prior to him busting his level. When he was asked to report his level he said 3400ft altitude, apologised and descended down to 3000ft altitude. I then climbed the a/c to FL130 on the SID. I confirmed the clearance issued by EGJB and was told 'A GULDA1E I presume'.

EXTRA 300	LYCOMING 360 FAMILY	Cruise	EGSC (CBG): Cambridge	13/12/2014	201417871
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Infringement of the Cambridge ATZ (Class G) by an Extra 300. Appropriate CAA action is to be taken as a result of this incident.

EXTRA 300	LYCOMING 360 FAMILY	Taxi from runway	Wombleton Airfield	06/12/2014	201417012
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UK Reportable Accident: Whilst taxiing, aircraft swerved when brakes applied and landing gear collapsed. Two POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

FLIGHT DESIGN (CTLS)	BOMBARDIER ROTAX 912	Climb to cruising level or altitude	EGNR : Hawarden	25/11/2014	201416552
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Infringement of Airway N864 (Class A) by a Flight Design at 3200ft.

Unauthorised Penetration of CAS. Flight Design calls at 1120 leaving the Manchester low level corridor routing to destination, stating they would be passing SW climbing to altitude 4000ft and would be 15nm SW before reaching 4000ft. Aircraft initially given a 4601 (SSR code), a basic service and instructed to ROCAS. Aircraft was observed climbing through 3000ft, pilot was advised and positively identified using SSR code 4602. The pilot immediately descended below CAS. Both PC WAL and Liverpool ATC advised.

FLIGHT DESIGN (MC)	BOMBARDIER ROTAX 912	Taxi to runway	EGCB : Manchester/Barton	06/12/2014	201416975
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Runway incursion. Aircraft failed to hold at A3 as instructed and entered runway without RT call.

Aircraft was told to hold at A3 after completing power checks. Aircraft completed power checks and entered duty runway with no rt call. No aircraft were affected, aircraft was then given 'take off at your discretion' and departed without incident.

GROB G115	UNKNOWN	Cruise	En route	24/11/2014	201416488
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PAN declared and aircraft returned due to fumes in cockpit.

Shortly after climb out following an ils approach to rwy, aircraft declared an emergency with fumes in the cockpit with the intention to return. A/c was instructed to squawk emergency, given airfield details and a steer to return. ADC informed, and pilot subsequently stated that he wished to join downwind left for rwy. A/c was transferred to ADC and subsequently elected to land on rwy. D&D also informed. A/c landed safely on rwy.

GROB G115	LYCOMING 360 FAMILY	Cruise	EGXU (HRT): Linton- On-Ouse	21/11/2014	201416627
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UK AIRPROX 2014/219 - G115 and a military aircraft at Linton-On-Ouse, in Class G airspace. Military aircraft made evasive RH turn.

GROB G115	LYCOMING 360 FAMILY	En-route	EGCC (MAN): Manchester/Intl	06/12/2014	201416969
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Infringement of the Manchester TMA (Class A) by a G115 at 4500ft. CAIT activated. Standard separation maintained.

Whilst on duty as Wal/IoM/S29 combined T&P I noticed a Cait alert in the area between KOLID & CROFT which indicated G115 was infringing CAS at 4.5A where the base is 3.5A. Liverpool also phoned to alert me to the infringer. I had C560 on frequency inbound descending to FL60 own nav to WAL. I turned the C560 onto heading 235 away from the infringer to maintain more than 5nm. The infringer was very slow moving and in a tight orbit approx 1nm inside CAS. When I was satisfied the C560 was clear of the traffic I resumed its nav to WAL and transferred to GP radar. The infringer then left CAS back into the woodvale fillet area. Approx 5 mins after the event the LAS phoned military ATC (who confirmed they were working G115) and advised PC would be filing an MOR. It was agreed military ATC would speak to the pilot at a suitable time and advise them of the location of the event and reinforce the proximity of the Manchester TMA to their operating area.

Supplementary 10/12/14:

Infringement of CAS. Whilst undertaking turning exercises with a student NW Chorley 4000 to 4500 ft QNH in good VMC above SCT cloud with a strong W/NW wind the pilot inadvertently infringed the northern edge of CAS. No other a/c was in the vicinity. Scottish ATC notified military tower and they advised the pilot of the infringement. He was unaware that an infringement had occurred until receipt of this message from ATC.

GROB G115	LYCOMING 360 FAMILY	Cruise	EGOW : Woodvale	16/12/2014	201417570
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PAN declared due rough running engine. Aircraft returned.

I was on duty operating as the Approach Radar controller. Aircraft reported a PAN. This was acknowledged and further details sought. The pilot reported a rough running engine with request to return. A track and a range was given. Airfield was telephoned with details of the PAN. The aircraft requested to leave the frequency which was done. The aircraft subsequently landed safely at time 1053.

JODEL D150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	EGSS (STN): London/Stansted	13/12/2014	201417466
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Infringement of the Stansted TMZ 2 (Class G) and CTA (Class D) at Andrewsfield by an unknown aircraft showing as a primary contact only. Aircraft identified as a Jodel D150.

Working as FIN. A primary contact entered TMZ 2 south west of North Weald at 1257. Target proceeded through North Weald circuit, and continued NE parallel to the Stansted CTA boundary. I managed to keep tabs on it, and as it was approaching Andrewsfield rang them to warn of potential infringement. I rang North Weald to ask if a/c had called them, they said negative, they just saw a white C42 microlight fly through. As primary target made turns in Andrewsfield circuit I rang them again to see if they had a microlight in the circuit. They had three so was unable to identify the one I had followed. At time 1309 a 7000 squawk indicating 2000 entered the North Weald circuit from the East. I rang North Weald who said Jodel D150 (the callsign displayed on the data block on my radar) had just called.

MAULE MX7	LYCOMING 320 FAMILY	Cruise	SAM	29/11/2014	201416782
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Infringement of the Southampton CTR (Class D) by an unknown a/c squawking 7000, indicating 2100ft. A/c identified as a Maule MX7. Traffic info given. Standard separation maintained.

7000 squawk infringes CTR. At approx 1330, whilst in the process of handing over the Solent Radar position, a 7000 squawk indicating 2100ft was observed entering the CTR. The a/c entered CAS by about 1 mile, before turning eastbound to leave the CTR. I made blind calls to the a/c, with no response. No IFR a/c were affected, however traffic info was given to a SportCruiser flying VFR approx 5nm South SAM routing south-eastbound). The oncoming ATCO took over the position after the infringer had left CAS.

Supplementary 03/12/14:

Training flight. Easterly wind, approx 10 knots. 7 km vis in strong haze, with little cloud but low altitude sun causing considerable glare. Student was having some issues with holding precise height during turns and requested to practice additional medium level and steep turns as part of the licence revalidation flight. With an easterly wind pushing us towards Southampton CAS, I asked the student where she thought we were after several turns. Student thought we were near Chichester harbour, I had spotted Fawley chimney to the SW and suggested we were much further West so immediately took up an easterly heading to avoid getting any closer to Southampton. At this stage I thought we were just clear of Solent airspace and did consider making a call to Solent Radar (we were currently still working Goodwood AFIS), but had not realised we had infringed due to the hazy conditions restricting visibility in that area. On return to destination I realised we had infringed Solent when Goodwood AFIS requested a 36xx squawk and verification of altitude at 2000ft. on QNH. I rang Southampton as suggested once back at destination and was made aware of the infringement by the duty officer to whom I passed my contact details. Normally I would either use Solent listening watch (transponder code 0011 and listen out on 120.225) or call Solent Radar if operating anywhere West of Portsmouth. However on this flight I had no intention of going close to Solent airspace so remained with Goodwood. The easterly wind, low level haze and take off from a different airfield caused me to miss the visual cues that would usually have told me I was close to Southampton. Particularly annoyed with myself at letting this happen given that I regularly operate training flights in the area between Littlehampton and Portsmouth, and always talk to Solent Radar (or use the listening watch) if operating towards their airspace. Very poor standard of airmanship on my part on this occasion, of which I am very ashamed, and regretful of deciding not to transmit to Solent Radar on realising I was close to their airspace.

Supplementary 24/12/14:

The a/c entered the Southampton CTR whilst in receipt of a Basic Service from Goodwood Information whilst undertaking a 'general handling exercise' with another pilot. The pilot lost situational awareness, became distracted and considers the easterly wind blew him further West than anticipated. Prior to the infringement the a/c appeared to enter the Solent CTA, based upon Mode C data, but the altitude was not verified at the time so cannot be proven to be an infringement.

OTHER (PS28 Cruiser)	BOMBARDIER ROTAX 912	En-route	LON	03/11/2014	201415731
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Infringement of the London CTR (Class D) by a Cruiser at 1000ft. Heathrow departures were stopped for approx 1min. Standard separation maintained.

A/c entered the London Class D CTR East of White Waltham. Heathrow departures were stopped for approximately 1min while the a/c turned westbound and left CAS, landing back at destination.

OTHER (PS-28 CRUISER)	BOMBARDIER ROTAX 912	Missed approach or go- around	EGBP : KEMBLE	29/11/2014	201416733
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Cruiser made a low approach to an occupied runway before executing a go-around. Traffic info given. Low approach to an occupied runway. WX: 07005KT 8000 FEW010 11/M01 Q1010 RPS 1005. Circuit busy with arrivals and departures, Cruiser (1) and Cruiser (2) call individually inbound from a private strip, and are given airfield information by the AFISO. They both join via the overhead as separate entities and turn final with limited spacing between each other. Cruiser (2) lands first at 1140z and is still on the runway rolling out to vacate when Cruiser (1) is crossing the landing threshold behind at approx. 100ft and suggests landing on the south side of the runway as Cruiser (2) had taken position on the north side. The AFISO replies that the runway will be occupied. Other aircraft transmit for a few seconds and Cruiser (1) then asks again if it is possible to perform a "formation touchdown". The AFISO replies that the runway is still occupied. Cruiser (1) eventually performs a go-around just short of Cruiser (2) who is holding on the runway before vacating due to other aircraft at the holding point. Vertical separation was assessed as approximately 20-30ft at this point. On climb out Cruiser (1) reports a birdstrike and RFFS are dispatched by the AFISO to enter the runway and retrieve any FOD. One aircraft is already lined up on the runway pending departure at this point. The AFISO informs the lined up aircraft of the bird debris on the runway and his intention to enter a vehicle to retrieve this, and the pilot agrees to hold position. Cruiser (1) completes one more circuit and go-around (due to RFFS on runway) before landing successfully at 1151z. At no point prior to a few seconds before touchdown had the two aircraft involved made their intention to fly as a formation clear to the AFISO, and regardless of this fact without an exemption (which the AFISO is unaware if the pilots have) these aircraft should not be landing on an occupied runway.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	Landing roll - on runway	Haverhill	21/11/2014	201416760
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UK Reportable Accident: Aircraft hit a rock on landing. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation.

OTHER (MICROLIGHT)	BOMBARDIER ROTAX	En-route	EHRD (RTM): Rotterdam	21/09/2014	201416914
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Infringement of the Rotterdam TMA and Amsterdam ACC-S4 (Class A and E) by a microlight at FL63. Aircraft flies via Rotterdam - en ACC sector 4 area climbing to FL063 without contact. Seemingly is on Oostende Approach frequency and was changed to FIC.

OTHER (CTSW)	BOMBARDIER ROTAX 912	En-route	EGKK (LGW): London/Gatwick	06/12/2014	201416971
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Infringement of the Gatwick CTA (Class D) by a CTSW at 2200ft. SAM and BOG departures suspended. A/c was observed to have infringed the NW corner of the EGKK CTA at altitude 2200ft for approx 2mins at 1237 UTC. As the a/c was wearing a squawk from EGKK, I called them to take action but although they said the a/c was on their frequency they could not contact him. I then called EGKK TWR to suspend SAM and BOG depts as I felt there may be an issue with the infringer if they were allowed to continue. After approx 3 mins, a/c was observed descending rapidly below the CTA and turning left to exit to the West.

OTHER (CZAW Sportcruiser)	BOMBARDIER ROTAX 912	Climb into traffic pattern	EGNC (CAX): Carlisle	03/12/2014	201417281
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Over flight of airport buildings and conflicting circuit traffic by a Sportcruiser. Over flight of Airport Buildings and Conflicting Circuit Traffic. Gyroplane was conducting standard left hand circuits on RWY 07. Sportcruiser was at the Run Up Area conducting engine power checks. After he called ready for departure he held at holding point delta for the gyroplane to complete its touch and go. As soon as gyroplane had passed Sportcruiser called entering RWY 07 with no back track required. The A/G operator provided Sportcruiser with the surface wind which was acknowledged. Gyroplane was only just passed the 25 PAPI when Sportcruiser called "rolling with a very early left turn out". Sportcruiser conducted an unnecessary very early left turn directly over the Tower and hangars at low level. Whilst he made the very early left turn gyroplane was heard to say "I am only just over the numbers". Sportcruiser continued to head in a northerly direction below circuit height and when gyroplane called downwind left the instructor of gyroplane was heard to say "visual with the aircraft on our nose. This is the second time you have done this and its completely unacceptable when I am teaching students". The conversation then ended with no response.

OTHER (Pioneer 300)	BOMBARDIER ROTAX 912	Cruise	EGSS (STN): London/Stansted	13/12/2014	201417395
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Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 3700ft. CAIT activated. Aircraft identified as a Pioneer 300. A7000 indicating 3700ft infringed CAS 14nm NE of Stansted, CAIT activated, the contact later climbed to 4000ft. Pioneer 300 was tracking SE and then turned East. Two inbound a/c were delayed as a result. Pioneer 300 was identified using mode S.

OTHER (TEAM MINIMAX)	BOMBARDIER ROTAX 447	Unknown	Unknown	06/12/2014	201417457
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UK Reportable Accident: Forced landing due to engine failure. After landing aircraft rolled for about 20m then slowly nosed over. Damage to axle and top of rudder. One POB, no injuries reported. Subject to AAIB AARF investigation.

OTHER Not mapped (Czech Sport Aircraft AS)	BOMBARDIER ROTAX 912	Scheduled maintenance	Unknown	12/12/2014	201417647
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Nose landing gear cracked.
NDT shows cracks on NLG spindle and NLG fork.

PILATUS PC12	UNKNOWN	Normal descent	SAM	23/11/2014	201416401
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PC12 descended to 2200ft instead of cleared altitude 2500ft. Standard separation maintained. Level Bust by PC12 RWY02, QNH 1018, 9999, FEW016, SCT021. At 1645 I was operating as Solent radar with PC12 on a base leg heading of 290 degrees, level at Alt 2.5A for a V/D02. I issued a closing heading of 350 degrees to close the inbound radial and report established. As PC12 turned onto the heading I noticed his Mode C was indicating Alt2.3A descending and queried whether he was maintaining Alt 2.5A. He replied, no he was descending to the platform height of Alt1.7A. With the Mode C indicating ALT 2.2 descending and the aircraft about to establish with a mile to run to the CTR boundary, I stopped his descent at ALT2A, which he did successfully. No aircraft were observed below the CTA in this area. Once established and inside 9DME the aircraft was cleared for the V/D approach and landed without further incident. Signature were subsequently phoned to ask the pilot to contact ATC.

PILATUS PC12	UNKNOWN	Cruise	DIGSU	10/12/2014	201417194
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Poor ATC coordination concerning a PC12. Standard separation maintained. A/c transferred to London FIS inside CAS. PC12 a pre-note was received from Terminal Control on this flight, and it was accepted on the proviso that a/c was not to be transferred to my frequency until it clear of CAS, and this was acknowledged by the TC assistant who had phoned us. The a/c then called at FL180 (@1310), NW of DIGSU, It was believed that the a/c was still inside CAS, squawking 7000. The a/c was offered no service by myself. The a/c then requested descent. I waited until the a/c appeared to be outside of CAS, (from the FID), asked it to squawk 1177, given a Basic Service and gave it a QNH and requested to what height it wanted to descend to. The a/c then started its descent to 1500 feet and was told to contact its destination frequency.

PILATUS PC12	UNKNOWN	Cruise	60 00 00 N / 030 00 00 W	10/12/2014	201417218
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Non HF equipped PC12 entered Oceanic airspace and subsequently deviated from cleared routing. Standard separation maintained. PC12 was cleared by Gander to route 60N 040W - 60N 030W - 58N 020W BILTO BEGID. When the flight was approximately 39W Gander requested a climb for the flight to FL300. This was all coordinated and Gander confirmed the flight was MNPS equipped. Gander then advised that they were having some difficulties contacting the flight on HF. 10 minutes before the flight was expected to reach 30W Gander advised that the flight had still not made a 40W position report however they were relaying through another a/c and have basic information on his current position. The flight advised it was now maintaining FL300. At time 1428 (after 30W overdue) the flight relayed its position through fltnum 6452 and advised it was not HF Equipped. The relayed position indicated the flight was proceeding to his flight planned route (60N 030W - 59N 025W - BILTO) and not complying with their cleared routing. Due to the HF Issues and the fact that the flight was still proceeding in the general direction of their clearance (their deviation from cleared routing was less than 10nm and their exit point into Shannon was the same) I decided not to attempt to send a confirmation of routing or amended route clearance message. We received 2 more relayed positions however no full and accurate position reports were received at any stage from the flight. The flight reported BILTO with Shannon at the expected time and was advised to contact Shanwick on landing.

PILOTUS PC12	UNKNOWN	Final approach	EGTF : Fairoaks	05/11/2014	201415653
<p>Firework proximity incident. With the a/c at approximately 4nm final for R/W06, Fairoaks ATSU advised a/c of fireworks seen on short final. Fireworks observed from the cockpit were low-level, candle-type fireworks and perceived to be of no threat. As the a/c reached 2nm final (600ft) the fireworks seemed to have stopped. At 1nm final a single, large rocket was launched which exploded slightly above the a/c and approximately 80-100m on the port side. The a/c was at 300ft. The fireworks had not been notified to Fairoaks ATSU.</p>					
PIPER PA18	LYCOMING 320 FAMILY	Cruise	Burtonwood VRP	23/11/2014	201416487
<p>Infringement of the Liverpool CTR (Class D) by a PA18 at 1500ft. Standard separation maintained. A 7350 squawk was observed routing westbound just to the south of the Burtonwood VRP indicating 1500ft. We spoke to Manchester via the direct line who informed us that the aircraft was now turning eastbound. The aircraft continued westbound further into the Liverpool Zone, Manchester subsequently called back to say that as the aircraft wished to remain there we would be better working it.</p>					
PIPER PA18	UNKNOWN	Climb to cruising level or altitude	EGLC (LCY): London city	06/12/2014	201416968
<p>Infringement of the London TMA (Class A) by a PA18 squawking 4575 observed climbing up to 2800ft. Traffic info and avoiding action given. Separation lost. A/c infringed CAS approx 14nm East of London City Airport, tracking SW, by climbing up to 2800ft altitude. Fltnum1YG was established on final approach to R/W27 to the West of the a/c so no action was taken. Fltnum74F was on heading 315 to intercept the 27 LOC and was SE of the infringing a/c. Fltnum74F was given vectors 335 and 350 to go approx 5 miles behind it. The pilot reported visual with PA18. A/c was wearing a 4575 Southend Radar squawk, so I contacted Southend Radar and they instructed the a/c to descend. I ascertained the details of the flight from Southend Radar. The a/c was under a Basic Service.</p>					
PIPER PA23	UNKNOWN	Taxi	EGPC (WIC): Wick	19/12/2014	201417745
<p>Taxiway excursion. Aircraft called adc to request start and taxi from the apron to the hangar. Despite being daylight, the taxiway lights were on 30% brilliancy due to a shower having recently passed through reducing available daylight. Following start, a clearance to the hangar from the apron via hold and on the loop taxiway was issued, and a read back obtained from the pilot. As the aircraft left the apron the manner of taxiing seemed slightly erratic, and a minute later the aircraft was observed leaving the taxiway on the starboard side of a right hand bend and striking a taxiway light. The aircraft's starboard main undercarriage became stuck in the mud adjacent to hold and the pilot was instructed to hold position and on the third call by atc this instruction was acknowledged and the pilot advised to shut down, to which he complied. Aerodrome fire service were dispatched to assist the removal of the aircraft from its sunken position in the mud and recover the broken glass and elements of the taxiway light. The aircraft was removed by combination of manhandling and a tow from ground handling agent.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Landing	EGNS (IOM): Isle Of Man/Ronaldsway	04/11/2014	201415758
<p>Difficulty steering due to flat tyre. Aircraft was in the circuit when he reported that he may have a possible flat tyre. Circuit was widened to position him number two behind 1FR traffic. Aircraft landed but had difficulty steering and shut down on taxiway Delta, still infringing 26-08. On inspection it was confirmed that the right hand undercarriage tyre was flat and off the rim. Aircraft was moved clear of the runway with assistance from the Fire Crew and Airport Operations. Runway was inspected and normal operations were resumed.</p>					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGCB : Manchester/Barton	23/11/2014	201416395
<p>Infringement of the Manchester CTR (Class D) by a PA28 at 1500ft. Standard separation maintained. PA28 contacted EGCC APC for a service to operate in the EGCB overhead at 1.5A. I advised him that the airspace was delegated to EGCB and to free call EGCB for traffic info. I also advised him to remain clear of the EGCC CTR at all times to which he acknowledged. At time 1243z the AIW activated and radar derived information told me that the PA28 had infringed the EGCC CTR by approx' 1nm due South of EGCB. I immediately telephoned Barton Information and asked them to turn the PA28 North to leave the CTR. Scottish Walsy sector telephoned to query the AIW and I confirmed that the a/c was low level VFR and leaving the CTR to the North. The EGCC supervisor was also informed. Supplementary 26/11/14: Passing overhead Barton with Southerly direction and then too late initiated right turn towards Irlam VRP to stop entering Manchester CTR.</p>					

PIPER PA28	LYCOMING 320 FAMILY	Circuit pattern - base leg	EGDG (NQY): St. Mawgan	29/11/2014	201416790
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Non radio ground vehicle crossed R/W12 without clearance whilst a PA28 was in the circuit on base leg.
Vehicle runway incursion. A ground vehicle crossed the runway with no clearance and was non radio. One PA28 was in the circuit on base leg.

PIPER PA28	LYCOMING 360 FAMILY	Cruise	Kilmarnock	30/11/2014	201416804
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Infringement of the Glasgow CTR (Class D) by an unknown a/c squawking 7000 at 1300ft. A/c identified as a PA28. Standard separation maintained.
I was working as the INT controller in light traffic. I noticed a 7000 squawk to the East of Kilmarnock outside CAS tracking toward Kilmarnock. I waited a short while to see if the return would turn away from the Glasgow control zone, but as it continued to track westbound I made a number of blind transmissions on 119.1. The return entered the zone at approximately 1508, turning South, but infringed the zone just North of Kilmarnock at altitude 1300' before leaving again. The a/c was only within the zone for a short while. No other a/c was affected, and separation was not lost. I telephoned Prestwick radar to see if they were working any a/c in the Kilmarnock area and they identified the a/c as PA28 based at a flying club. I asked flying club if they could ask the pilot to telephone after landing. The pilot called in and explained that they had been VMC on top of some patchy cloud and apologised for infringing the zone.
Supplementary 05/12/14:
Scottish Info suggested a switch to Cumbernauld Radio, which doesn't give Basic Service. Got ATIS from Prestwick, established contact with Prestwick approach after Baillieston. Didn't speak to GLA because radio audio quality on the primary box was very poor. Following the Strathaven - Kilmarnock corridor, low BKN cloud permitted VFR over, but there wasn't enough ground features visible for precise navigation. As soon as Kilmarnock was in sight, turned to it and proceeded to join Prestwick right base 30. Suggested actions to prevent a recurrence: Speak to GLA APP when going around GLA zone. Have a better radio in the a/c with better audio, so that speaking to another ATC unit will not cause additional workload.

PIPER PA28	LYCOMING 320 FAMILY	Climb to cruising level or altitude	En route	02/12/2014	201416833
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PAN declared and aircraft returned due to unusual vibration.
Aircraft departed on a local detail to the north vfr. Shortly after departure the pilot called PAN PAN PAN returning with an unknown problem. I initiated a full emergency. The radio transmission although readable had a unusual vibrating noise in the background. The aircraft landed safely. On landing the pilot reported an unusual vibration as the reason for his return. The incident was stood down.

PIPER PA28	LYCOMING 360 FAMILY	Climb to cruising level or altitude	EGNF : NETHERTHORPE	02/12/2014	201416835
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Infringement of the Doncaster CTR (Class D) by a PA28 squawking 7000 at 2500ft. Standard separation maintained.
7000 squawk observed departing EGNF to the East then southbound climbed to 2500ft inside CAS. Pilot contacted and was aware of his error. He was flying on the QFE at the time.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGKK (LGW): London/Gatwick	03/12/2014	201416885
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Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3763 at 2300ft. Standard separation maintained.
Whilst mentoring my student I saw a 3763 code approaching the Gatwick CTA southern boundary. As it entered the CTA I brought it to my student's attention. A check all was implemented and we telephoned Shoreham Approach who were working the a/c. A/c contacted us as it vacated CAS. No other a/c were affected by the infringement. The a/c was initially identified using Mode S and then by Mode A code 3750.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	Clevedon	03/12/2014	201416946
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Infringement of the Bristol CTA (Class D) by an unknown a/c squawking 7000 at 2900ft. A/c identified as a PA28. Traffic info given. Standard separation maintained.
Whilst acting as the OJTI an unknown 7000 squawk was seen entering CAS in the Clevedon area. The a/c routed towards Weston-super-Mare and then turned back North on a reciprocal track. The maximum altitude observed was 2900ft. One inbound IFR training flight was held off because of the infringement. The Mode S transponder of the unknown a/c gave the callsign PA28. Several blind transmissions and calls to other units were made but no contact was made with the a/c. We found out the a/c was outbound and on their return they were asked to contact Bristol ATC. On initial contact with Kemble ATC they believed that PA28 was on their frequency. However, they were unable to contact the a/c the time of the infringement. ADC were informed about the infringement and became visual with the a/c. In their opinion they believed that the Mode C data from the a/c was correct.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGHI (SOU): Southampton	05/12/2014	201416951
<p>Infringement of the Solent CTA (Class D) by a PA28 indicating 2900ft. Standard separation maintained. I had recently taken over the sector when I noticed that PA28 was indicating at 2900 ft at a point 4nm SW of Cowes where the base of the CTA is 2500ft. I challenged the a/c and he confirmed that the Mode C was correct. I informed the a/c that it had entered CAS and advised him of the declared base. The a/c then replied that it was descending to 2500ft. Supplementary 09/12/14: Changed planned flight due to delay in cloud clearing. Decided instead on a local flight to circumnavigate Isle of Wight. Due to the late change of plan did not plan this flight properly with reference to map and pre-planned altitudes. Therefore forgot about the CTA above 2000ft in the North-Western corner of the Isle of Wight and ascended into this from below. Suggested actions to prevent a recurrence: 1. Plan all flights, no matter how short / local, with reference to the chart and fly a properly filled-out PLOG including pre-determined altitudes. 2. Ensure I check GPS map regularly during flight, since this shows CAS. Focus on improving situational awareness. 3. Was using a portable system running on an iPad. However airspace warnings were not audible due to noise. Have now taken measures to ensure these warnings are audible. Supplementary 24/12/14: The a/c entered the Solent Control Area whilst in receipt of a Basic Service from Solent Radar. The pilot inadvertently climbed the a/c above the base of the CTA after a change in intended route without correct flight planning taking place.</p>					
PIPER PA28	LYCOMING 360 FAMILY	En-route	EGFF (CWL): Cardiff	04/11/2014	201417085
<p>Laser attack.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGNT (NCL): Newcastle	31/10/2014	201417101
<p>Green laser attack.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	Andover	03/11/2014	201417135
<p>Green laser attack. Whilst returning from a VFR night training flight at 2000 alt,(QNH 988 hpa), overhead the town of Andover, the aircraft was subjected to a green laser attack. Both pilot and student lost all outside visual references for approximately 5 seconds, before the laser was redirected away from the aircraft.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGGP (LPL): Liverpool	12/12/2014	201417340
<p>Infringement of the Liverpool CTR (Class D) and Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1400ft. Aircraft identified as a PA28. Standard separation maintained. 7000sq spotted infringing Liverpool CTR 9 miles SE of Liverpool tracking southwest bound at A014. Aircraft then did a 180 and infringed again going in the opposite direction. Aircraft then Infringed Manchester CTR. No other aircraft affected. Tried to blind call the aircraft. Aircraft finally called in on Manchester frequency and identified as (PA28). 1220Z 250/09KT 9999 SHGS FEW011 SCT020CB 05/01 Q0994.</p>					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGGP (LPL): Liverpool	13/12/2014	201417352
<p>Infringement of the Liverpool CTA (Class D) by a PA28 at 2600ft. Standard separation maintained. PA28 infringement of Liverpool controlled airspace. PA28 was on a basic service and had reported at 1.3A, the routing and altitude would keep the aircraft below controlled airspace. The aircraft was later observed at 2.6A inside CAS, 15nm NW of Liverpool. The pilot was asked to confirm his altitude, the reply was 1.3A. The pilot was asked to reset, the pilot then replied that he had been reading his altimeter wrong and was now descending. The pilot was advised he had infringed CAS but by this point was back below CAS again so no clearance was given. No other aircraft were affected.</p>					
PIPER PA28	LYCOMING 320 FAMILY	Approach	EGNM (LBA): LEEDS BRADFORD	22/11/2014	201417401
<p>Laser attack.</p>					

PIPER PA28	LYCOMING 320 FAMILY	Climb to cruising level or altitude	Aylesbury/Leighton Buzard	23/11/2014	201417467
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Green laser attack.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGBE (CVT): Coventry	16/12/2014	201417603
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Infringement of the Birmingham CTA 2 and 8 (Class D) by an unknown a/c squawking 7000, indicating 2500ft. A/c identified as a PA28 on a cross country qualifier who had become lost and called D&D.

Working as Radar 1, R/W33 Ops, a 7000 squawk was observed Northbound from South of Coventry indicating 2500. As the a/c approached Coventry Airport and infringed CTA2 Coventry were called to see if the a/c was working them. It was not but a further call indicated that the a/c was a PA28. As the a/c continued into CTA8 it descended slowly. On leaving CAS to the NE of Coventry the a/c squawked 3305, a D&D squawk. The a/c was PA28 on a cross country qualifier and had become lost, calling D&D once the pilot realised. No other traffic was affected, a precautionary check South was placed whilst the a/c was in the CTA. The pilot subsequently called Birmingham ATC, was thanked for calling D&D once lost.

Supplementary 22/12/14:

Winds lighter than forecast. Some drift from desired track. Last positively check point identified = Chipping Norton. Key check point (Banbury) mis identified probably due to reading map to ground, causing significant further variation from intended track. Not aware lost until in the vicinity of EGBE. Pan: 121.5 called immediately.

Supplementary 24/12/14:

At 1342 PA28 declared a PAN on 121x5 Mhz advising that he was lost and requesting a position fix and assistance to Sywell. Utilising DF he was given his position as overhead Coventry and a steer for Sywell. PA28 was offered a radar service until he was comfortable with his position and was identified and placed under TS. Navigational assistance was provided until he reported happy to continue visual at Sywell Lakes. The a/c was transferred to Sywell at 1352 where it landed at 1402. We were advised by Birmingham that the a/c had infringed both Birmingham and Coventry airspace prior to calling D&D and Sywell were requested to pass this information to the pilot on landing.

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGHH (BOH): Bournemouth/Hurn	12/12/2014	201417695
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Two aircraft targeted by a green laser.
Pilot of first aircraft was hit in the right eye.

PIPER PA28	LYCOMING 360 FAMILY	En-route	EGGD (BRS): Bristol/Lulsgate	20/12/2014	201417759
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Infringement of the Bristol CTA-3 (Class D) by a PA28 at 2700ft. Standard separation maintained.

On duty as RAD1 working one inbound A319 from EXMOR downwind LH for R/W27. I noticed a Bristol 5065 squawk entering Bristol CAS 11nm ENE of the BRI, tracking SW with Mode C A027 - base of CAS at that point A020. I alerted the RAD2 ATCO who advised the pilot and the a/c left CAS with a left turn to the SE. At the time I noticed the infringement I turned the inbound A319 slightly to the right downwind as a precaution but as the infringer was known traffic, the relative distance was approximately 9nm and only descending to 4000'alt I did not consider avoiding action to be necessary at that stage. The infringing a/c left CAS before a base leg turn was commenced and there was no loss of separation.

Supplementary 22/12/14:

I had just taken over on the Radar 2 position and at the time the a/c in question PA28 was on a navigation exercise and was manoeuvring outside of CAS to the North of Bath racecourse VRP. At time 1402 I was attempting to transfer communication for another a/c which was experiencing radio problems. I then was called by an a/c departing Bristol VFR to the South and replied to his call. My colleague on Radar 1 who was vectoring an a/c downwind for R/W27 alerted me to the fact that PA28 had by now entered CAS by about half a mile but was at 2700ft, the base in that part of the CTA is 2000ft. I then instructed the a/c to remain outside of CAS and that he appeared to be just inside at 2600ft. The pilot confirmed that he would remain outside CAS and was turning towards Bath. The a/c was seen to turn onto a south-easterly course. I restated that he should remain outside CAS and that traffic was being vectored downwind for R/W27. The a/c then continued away from the CAS boundary.

Supplementary 02/01/15:

The student had correctly planned the route and it had been checked by the authorising instructor. The infringement was caused by the student being off track and at an altitude that caused him to enter CAS. He was aware of the airspace around him but due to the proximity of the lower airspace to his turning point he hadn't appreciated that he had entered the CTA. Nothing was said on the radio and he only learned of his error on returning to EGBP

PIPER PA28	LYCOMING 320 FAMILY	Taxi	EGHG : Yeovil	09/11/2014	201416699
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Aircraft propeller struck ground tie down during taxi.

After flight and while taxiing aircraft to parking position within the 'Light Aircraft Parking Area' the propeller came into contact with a tie down anchor which was unseen within the grass. The aircraft was immediately shut down, on inspection damage had occurred to the tip of the propeller. All syndicate / group pilots must ensure that all ground tie down gear is remove from the area prior to flight.

PIPER PA28	LYCOMING 320 FAMILY	Approach	EGMC (SEN): Southend	06/12/2014	201416976
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PAN declared due to smoke in cockpit and oil pressure warning. Engine exhaust silencer had failed. Received a PAN call from radar, aircraft inbound with smoke in the cockpit. Full emergency called. The aircraft lands safely and stops on the runway with Fire 2 and 3 vehicles in attendance. It appeared that smoke had been leaking into the cockpit from the exhaust, the crew were feeling light headed so ambulances requested over. The aircraft was removed from the runway and incident stood down.

Supplementary 08/12/14:

On Saturday the 06/12/14 I decided to go on a pleasure flight, I was approx 40 mins into the flight and had started returning to the airfield. I was approaching approx 16nm to the n/e of the airfield at 2200 feet when all of a sudden there was a loud audible warning in the cockpit. Initially I was not sure of the source of the warning but it became pretty obvious when the cockpit started becoming hazy due to smoke/fumes I then checked the carbon monoxide alarm in the glove box and confirmed my suspicions that we possibly had an engine issue. My passenger then asked how I was feeling as he was light headed at this stage I realised we were in serious danger of been overcome by the fumes and decided to declare a PAN so that I could be given priority to land's kept an eye on vital instruments and gauges and continued my now hurried approach. At this point I decided to open the window and door to allow fresh air into the cockpit as I had started feeling slightly lightheaded and sickly joined and landed safely and shut down on the runway and evacuated the aircraft. We were attended to by the emergency services and it was decided that due to carbon monoxide absorption we were to be taken to the hospital. After 6 hrs of high flow oxygen my passenger and I were released. On inspection the next day it was found the exhaust silencer had failed due to fatigue.

PIPER PA28	LYCOMING 320 FAMILY	Cruise	En route	06/12/2014	201416964
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Faulty transponder.

Whilst operating as the Tactical I observed an aircraft squawking 7000 "infringe" controlled airspace, displaying a Mode C Level of FL274. However the return began to fluctuate between 2200' and FL274 causing me to divert aircraft around the return to ensure standard separation. Given the groundspeed and the fluctuating Mode C Readout I don't believe the aircraft to have actually infringed, but to have a problem with their transponder. Airspace began contacting adjacent units to identify the aircraft. Airspace identified the aircraft and airport Approach also reported having a similar issue last week with the same aircraft which was reported to the pilot over the r/t.

PIPER PA28	LYCOMING 320 FAMILY	Approach	EGSV : OLD BUCKENHAM	19/12/2014	201417711
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Fuel leak due to missing fuel cap.

Whilst downwind for Runway aircraft reported fuel leaking from Port wing. Stated that fuel cap was missing. The pilot had just refuelled the aircraft. RFFS vehicle was scrambled and proceeded to pre-designated standby point. Fuel was observed coming from the Port wing on Final Approach. Aircraft made a successful landing, with fuel observed by RFFS to be spilling on the runway surface. Once brought to a halt, aircraft was instructed to shut down on the runway, to allow the level of fuel on the runway to be assessed. Aircraft was instructed to turn off all switches. RFFS team entered the runway on foot and spent several minutes assessing risk. No fuel smell was detected and RFFS crew instructed aircraft to slowly taxi back, with RFFS keeping a following watch in case of issue. The missing fuel cap was located and the AC vacated the runway without incident. RFFS returned to standby. We believe this to be a simple error made by the pilot shortly after re-fuelling. The response time and procedures of the RFFS vehicle were as per training. The decision to not allow either the aircraft or rescue vehicle on the runway until the risk of fire had been assessed was an obvious precaution and throughout the Duty Manager who had deployed the RFFS vehicle maintained a brief to other aircraft. The pilot in question has been known for his fastidious and professional approach prior to this incident.

PIPER PA28R	LYCOMING 360 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	03/12/2014	201416861
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Infringement of the East Midlands CTA (Class D) by a PA28R. Separation lost with a B737. Traffic info and avoiding action given. I was on duty as the East Midlands Radar Controller. Whilst vectoring a B737 for an ILS approach from the South, an unknown contact squawking 7000 was observed approaching the control area at 2400 northbound. A blind transmission was made to the a/c to ascertain whether the pilot was on frequency or not. No response was received. B737 was turned further right to increase the separation and traffic info was passed on traffic possibly about to infringe the CAS. The 7000 was observed a short while later indicating 2100ft, very slowly descending, entering the CTA. Further blind calls were made without success. B737 was routed through the extended centreline at 5000ft as a result of the infringement. The 7000 continued to descend, albeit very slowly, and did not leave the CAS until approximately 0.25nms South of the extended centreline. Once the traffic was observed outside CAS, the B737 was vectored to establish on the ILS from the North. A telephone call to Nottingham Tollerton revealed the a/c was from Goodwood. Appropriate CAA action is being taken as a result of this incident.

PIPER PA28RT	LYCOMING 360 FAMILY	Taxi	EGGP (LPL): Liverpool	03/12/2014	201416916
<p>Aircraft collided with fuel bowser during taxi. Private Pilot PPL (A) misjudged the gap between a parked aircraft and a parked fuel bowser and collided with the fuel bowser. Little damage to the bowser but damage to the port wing. Minor damage to the bowser was repaired by the maintenance department. Aircraft was taken to the maintenance facility for repair. Nothing significant and a repair to an aluminium roller shutter had been repaired. The bowser itself is constructed of 0.5 inch steel plate and therefore little damage, just a 0.5 inch blue mark where the aircraft contacted the bowser. Supplementary 05/12/14: Taxiing onto the GA apron and manoeuvring around parked aircraft, I misjudged the gap between a parked aircraft and a parked fuel bowser. The port wing made contact at a very low speed with the fuel bowser. This caused minor damage to the bowser and the port wing. Damage found to port wing, small dent in stall strip and leading edge by end rib. Aircraft to be inspected and repaired and repainted as required.</p>					
PIPER PA28RT	LYCOMING 360 FAMILY	En-route	EGBJ (GLO): Gloucestershire	27/10/2014	201417057
<p>Green laser attack.</p>					
PIPER PA31	UNKNOWN	Cruise	EGAC (BHD): Belfast/City	17/11/2014	201416128
<p>PA31 failed to comply with ADC instructions. Traffic info given. Standard separation maintained. Failure to Comply with ATC Instructions. PA31 called and was given CAS transit clearance by ADC trainee whom I was mentoring to transit CAS not above 2000ft VFR from west to east but was told to remain to the north and west of the rwy04 FAT due landing DHC8 6dme. As my trainee handed over to the oncoming ADC controller, visual indications looking out the window showed PA31 continue transiting straight through the overhead eastbound to destination. Landing DHC8 whom radar had given traffic information to previously was now about 3 to 4 Dme to land rwy04.</p>					
PIPER PA31	UNKNOWN	Normal descent	Overhead Booker	03/12/2014	201416927
<p>Altitude deviation. PA31 descended below cleared FL80 and passing FL77 instructed to stop immediately. A/c reached FL74 before climbing back to FL80. Standard separation maintained. A/c heading 120deg descending to FL80 was observed passing FL77. I instructed the pilot to stop his descent immediately. A/c descended to FL74 before climbing back up to FL80. I then confirmed to a/c to maintain FL80 which was acknowledged.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Normal descent	EGGP (LPL): Liverpool	24/10/2014	201417147
<p>PA31 descended to 2000ft instead of cleared altitude 2500ft. Altitude Bust. When descending from 3,000ft R/W27 ILS we were cleared to 2,500ft, unfortunately despite the correct read back to ATC I descended down to 2,000ft. ATC questioned us when passing 2,200ft and we acknowledged our mistake. I offered to climb to 2,500ft but the controller was happy for us to stay at 2,000ft.</p>					
PIPER PA31	LYCOMING 540 FAMILY	Take-off	EGTE (EXT): Exeter	17/12/2014	201417870
<p>Double alternator failure during take-off. Aircraft returned. I completed as usual the run up checks and noticed the right alternator (which had failed the previous day and had been fixed) was taking more load than the left). Both alternators were working and taking load prior to take-off. On take-off at rotate the left failed, I continued the take off. At about 200 to 300ft the right failed. All lights dimmed considerably. As the weather was rather miserable and I know maintenance work had been completed on the aircraft during the day I was unsure whether the battery was fully charged so elected to make an immediate landing ASAP. I informed ATC I had a double alternator failure and was making a low level foul weather circuit to the left to land back on RWY. I lowered the gear and a stage of flap. On the downwind leg I informed ATC that I may lose radios and lights. They asked if I required any emergency services, I said no. The airport was quiet with only me flying so a landing clearance was received and read back early. I continued and landed safe. Due to the limited time, darkness and miserable weather I elected to fly the aircraft and get it back on the ground asap rather than pull the checklist and work through it.</p>					
PIPER PA32	UNKNOWN	Cruise	EGBP : KEMBLE	17/07/2013	201317163
<p>Infringement of the Fairford RA(T) (Class G) by a PA28 at 2500ft. An aircraft squawking 1177 (FIS) was observed transiting south east bound through Aston Down gliding site and into the RA(T) indicating 2500 feet. The aircraft maintained south east bound and subsequently departed the RA(T). I contacted London Information West who told me that the aircraft concerned was a PA28. I asked the FISO at London to tell the pilot to contact me at via landline as soon as possible.</p>					

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Climb to cruising level or altitude	EGTK (OXF): Oxford/Kidlington	01/12/2014	201416832
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Breakthrough on Oxford Radar freq 127.750.

While passing 2000' and in contact and dialogue with Oxford Radar we got breakthrough from a French sounding station. This is a regular occurrence which can be very confusing to both Student and Instructor.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Standing : Engine(s) Start- up	EGTK (OXF): Oxford/Kidlington	14/11/2014	201416041
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Smoke in the cockpit on start-up due to heating system fault.

I was operating as the ADC/GRD combined having just taken over the position. Aircraft had been given clearance to start on the school line by the previous controller. Aircraft called smoke in the cockpit and requesting emergency services. Full emergency was initially called and aircrew seen to be leaving the aircraft. It was confirmed that the incident was a Ground Incident on the RT and no external services called. After investigation it was discovered to be a fault in the heating system and the incident was terminated by the Crew commander.

PIPER PA34	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Initial climb	EGKA (ESH): Shoreham	13/12/2014	201417410
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PAN declared and aircraft returned due to landing gear lever broke off during take-off.

During the after take-off checks on the VFR flight the gear was raised. However the gear lever broke off and became detached. The gear warning light was on and the 3 green lights were unlit. I decided to abandon the trip and route to the east of airfield to try and fix the problem before returning back. Due to the uncertain gear state and the very congested airspace and radio frequency I declared a PAN. Out to the east of airfield I circled at 2000ft and using the screwdriver bit on the fuel tester managed to move the stub of the gear lever to get the gear down. The gear warning light went out and I got "3 greens", I was confident there was no problem but I requested a visual confirmation from ATC and positioned for a low approach to RWY. On completion of the low approach I flew a circuit to land on RWY. There were no issues during the landing and taxi.

PIPER PA44	LYCOMING 360 FAMILY	Normal descent	EGTC : Cranfield	03/12/2014	201416895
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PA44 descended to 2500ft instead of cleared altitude 3500ft.

Aircraft descended below cleared level. PA44 was cleared to dotit for an RNAV approach 03 at 3.5A and told to report at DOTIT. Pilot readback cleared to DOTIT at 3.5A. On reaching DOTIT the Pilot reported at DOTIT at 2.5A. I queried his level and he confirmed at 2.5A.

PIPER PA44	LYCOMING 360 FAMILY	Scheduled maintenance	EGHH (BOH): Bournemouth/Hurn	24/11/2014	201416543
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Incorrect parts fitted to engine.

Current engine shows Part Number (cylinder and Head Assembly) as applicable on this engine model. However, engine manufacturer have confirmed the IPC is incorrect and that only Part Number is applicable to this engine. Incorrect parts fitted to an engine as a result.

PIPER PA46	LYCOMING 540 FAMILY	Taxi from runway	EGFF (CWL): Cardiff	20/12/2014	201417752
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PA46 vacated R/W30 after landing but stopped on the runway side of Holding point H, resulting in ATC initiating a go-around to an ATR72. Traffic info given.

PA46 parked North of Holding Point Hotel. After landing, PA46 was instructed to vacate left at Hotel and park South side at the pilots discretion. HR200 was commencing power checks at Hotel, traffic info was issued to both a/c. I elected to use Hotel to vacate PA46, rather than Golf, as PA28 was inbound VFR, positioned number two in fairly close proximity to PA46 (PA28, was subsequently issued with a land after due to their proximity). HR200 reported ready for departure and advised that PA46 had shut down, positioned North of the Hotel stop bar. I was visual with both a/c and assumed that PA46 was waiting for HR200 to line up before repositioning on the South side. I was unable to raise PA46 on the R/T. I instructed FIRE 6 to manoeuvre to PA46 and instruct the pilot to reposition their a/c. ATR72 was inbound IFR ILS30. At 4nm final PA46 was still positioned North of the Hotel stop bar and I observed the rear door of the a/c open and two people unloading luggage. ATR72 was instructed to go around. PA46 re-started and positioned South of the Hotel stop bar without communication with ATC.

Supplementary 22/12/14:

PA46 vacated R/W30 but stopped on the runway side of Holding point Hotel thereby infringing the runway.

RUTAN LONGEZ	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Level off- touchdown	EGKA (ESH): Shoreham	06/12/2014	201416974
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Aircraft landed with nose gear up.

Aircraft flew a normal join and circuit, however forgot to lower the nose gear before landing. Smoke seen coming from the nose skid with a nose low attitude. Pilot lowered the nose gear and requested taxi before RFFS arrived. RFFS inspected aircraft and runway, reported worn skid on the aircraft and a scuff on the runway where the a/c had touched down, no other damage seen. Aircraft taxied to parking under own power, pilot happy that there was no damage.

SOCATA TB10	LYCOMING 360 FAMILY	Cruise	Meldingsformulier	17/11/2014	201416913
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Infringement of Meldingsformulier airspace (Class D) by a TB10 squawking 7000 at 2700ft.
Description event: A7000 crosses from east to west by the northern part of the TMA on 2700ft without calling. Changes in Kleine Brogel in A4201.
Show TB10.
CAA Closure:
Investigation established that pilot was a Lithuanian licence holder. Dutch CAA advised. No further CAA action.

VANS RV6	LYCOMING 320 FAMILY	Cruise	TARTN	08/11/2014	201415743
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Infringement of the Scottish TMA (Class D) East of TARTN to SE of HAVEN at an indicated FL73 by an RV6A.
At approx 1052z an unknown 7000 squawk entered ScTMA airspace East of TARTN indicating FL73 (approx co-ordinates 55-43-25N 02-49-22W).
Min stack in ScTMA at the time was FL80 Q993. A B737 was vectored around the unknown traffic maintaining approx no less than 8nm from the unknown a/c. I made calls to Scottish FIR, EGPW and EGNC to check if they were or had worked the traffic to which none had or did. I requested the desk to assist and to also make calls to EGQL & London FIR N. I transmitted on 126.3 to alert any a/c listening to the frequency East of TLA VOR by approx 14nm that they were in CAS and to squawk 3601 (TLA discrete squawk). There was no response. Shortly after at approx 1100z the unknown a/c descended to indicate 6A still in CAS and then re-entered Class G SE of HAVEN. I tracked the a/c until it descended and landed at approx. 54-52-56.5N 03-12-45.5W.
Supplementary 14/11/14:
I was flying South to Kirkbride on approaching East Fortune I noticed the cloud base ahead was on top of the hills. I climbed to 7500ft then descended once visibility was ok. I take full responsibility for my actions and will pay more attention to map flight levels. I can only apologise for my actions.

VANS RV6	LYCOMING 320 FAMILY	En-route	Elstree	13/12/2014	201417329
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UK AIRPROX 2014/228 - Vans RV6 and a PA28, 5nm NW of Elstree in Class G airspace. Vans RV6 infringed the LTMA (Class A) due to taking aggressive avoiding action.

WASSMER WA52	LYCOMING 320 FAMILY	Cruise	En route	20/06/2014	201416938
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Exhaust valve broke contaminating engine cylinders, not picked up during maintenance.
Aircraft did ground run and found to be satisfactory. Aircraft took off and got to 500feet and had a misfire then it cleared itself, aircraft continued. I asked Maintenance Organisation about the missing piece of exhaust valve he said it had gone out of the exhaust pipe and that it could not be found anywhere. Maintenance Organisation checked the timing and plugs all ok. Sorted out mags and leads for the aircraft and fitted new slick mags leads and plugs and did another ground run got full max R.P.M and had no misfire. Aircraft started to misfire again so removed no4 cylinder and found the remains of the missing piece of valve which had broken off the old number 4 cylinder which had not been found. The piece had gone up into the new cylinder and broke that one and needed a new one. Found number 2 cylinder was also damaged. A new one was fitted. Did a ground run and nut dropped out of the exhaust pipe. The piece of damaged valve was easily found in the induction pipe to no4 cylinder and as there are only two valves and two pipes, exhaust and induction it was a simple engineering task, I feel the Maintenance Organisation should have checked this and not assume it went out the exhaust as he told me. I did return the aircraft to him to check as it kept partially failing he assured me the compressors were good and no sticking valves and told me to run it harder to bed in the cylinder, he also said the magnetos could be the problem and should be replaced, these were replaced. The first flight with the new mags within 10 mins engine partially failed again on route, I told ATC I needed to abort landing there and struggled to return. I have had 14 partial engine failures and some have come close to being forced landings.

YAKOVLEV YAK52	VEDENEYEV M-14	Unknown	EGBG : Leicester	03/12/2014	201416877
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PAN declared due to rough running engine. Aircraft returned.
Aircraft free-called on 121.5 declaring a PAN with a rough running engine. His transmissions were loud and clear but unfortunately he was unable to hear transmissions from London Centre. The pilot transmitted blind stating his intention to return. Tower were informed by which time the AC was 2-way. An over flying GAT AC attempted to relay my instructions to the pilot without success. Aircraft landed safely.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 December 2014 and 31 December 2014**ROTARY WING AIRCRAFT**

AEROSPATIALE AS350	UNKNOWN	Cruise	LCY	19/12/2014	201417751
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Infringement of the London City CTR/CTA (Class D) by an unknown a/c squawking 7000. A/c identified as an AS350. CAIT activated. Standard separation maintained. At approximately 1319hrs I observed a 7000 contact tracking NE towards the City Control Zone. The contact was travelling at a reasonable speed and shortly afterwards entered the Zone on a track towards the Isle of Dogs and London City Airport activating the CAIT tool. City were operating on R/W27 so I contacted the Tower and informed them to stop departures. Whilst this conversation was taking place the contact was observed to make a left turn onto a south Westerly track. Shortly afterwards the contact appeared to manoeuvre in the vicinity of the CTR boundary and AS350 came onto my frequency requesting a joining clearance. I asked the pilot if he had just been inside the Control Zone but I did not fully understand his reply, (he made some reference to Farnborough LARS instructing him to 'continue', but I could not ascertain the full context). I issued AS350 with a clearance to enter CAS and made the necessary coordination with City Tower. AS350 proceeded to Helicopter Landing Site and departed on a reciprocal track about 15 minutes later.

AEROSPATIALE AS350	UNKNOWN	En-route	Near Kew Bridge	19/12/2014	201417754
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AS350 left designated VFR route.
Helicopter Left Designated VFR Route - TI Not Passed. I was the SVFR Controller. AS350 was operating a number of sight-seeing flights and was cleared VFR on H10 westbound to reverse track at Kew Bridge to proceed east inbound to destination. Shortly after the contact reached Kew Bridge, although most obscured by the return for an inbound on 27R, I observed the contact for AS350 approximately 3/4 - 1nm south-west of the Kew Bridge reporting point in the vicinity of Syon Park. The contact for inbound was directly above AS350 descending on the Instrument Approach for 27R. Due to the garbling I am unsure of the vertical distance between the 2 aircraft but I expect it to have been less than 1000ft. Due to the timescales involved it was not possible to pass any traffic information to the inbound. I instructed AS350 to return to the River (Thames) immediately and passed TI on the inbound. I informed AS350 that he must remain on the Heli Route (over the River) at all times including when executing the U-turn. AS350 continued and subsequently landed at intended destination. Arrivals Controller for the inbound reported that no comment was made on the RTF regarding the helicopter by the pilot of the inbound.

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGLD : Denham	01/12/2014	201416894
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Multiple weld failures found during annual inspection.
During annual inspection of fuel cell multiple welds found to have failed from the internal baffles to outer skin. The result of the welds failing caused minor chaffing on the surrounding structure of the fuel tank. No fuel leaks evident.

AEROSPATIALE AS350	TURBOMECA, FRANCE ARRIEL	Autorotation – practice	5nm W Shawbury	03/12/2014	201416906
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Engine fire caption in flight.
During fifth autorotation, Engine Fire caption illuminated with corresponding caution lights. Descent was continued with no visible signs of fire. Fire Caption was extinguished at approx 300ft on finals. Mayday call made. Aircraft landed safely with a suspected spurious caution.

AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Approach	EGBP : KEMBLE	25/11/2014	201416622
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Precautionary landing due to engine chip light illuminating.
Aircraft was midpoint downwind in the 700ft circuit for the south-side grass area, the aircraft reported downwind to land runway grass with a minor engine emergency. The AFISO responded with no reported traffic, report final, and confirm what the problem is? the pilot replied with Engine Chip Light. RFFS were brought to local standby, and the aircraft made an approach and continuous taxi back without incident. RFFS returned to normal readiness. No other aircraft were in the circuit at the time.

AEROSPATIALE AS365	UNKNOWN	En-route	EGNM (LBA): LEEDS BRADFORD	04/11/2014	201417142
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Green laser attack.

AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Climb to cruising level or altitude	DTY	05/12/2014	201417216
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UK AIRPROX 2014/224 - AS365 and a DA40, in Class G airspace. Traffic info given.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	EGVP : Middle wallop	24/11/2014	201416545
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Infringement of the Middle Wallop ATZ (Class G) by an A109 at 1100ft, at night.

I was the tower controller on duty at Middle Wallop. The only a/c on frequency was rejoining the airfield from the North at 500ft QFE, on night vision goggles, for the helicopter arrival point on the South side of the airfield. At 2019, as the a/c passed East abeam Middle Wallop, the pilot asked if I was talking to opposite direction traffic. I then saw this a/c and glanced at the VRD to see a 7377 squawk 2nm South of Middle Wallop tracking North East with Mode C indicating 1100 ft on Wallop QFE 1016. I replied that I was not talking to this a/c and it was possibly working Bournemouth. I then observed this a/c make a turn to the right but in my opinion this was after it had infringed the ATZ. I asked the VCR assistant to telephone Bournemouth to obtain traffic info on their 7377 squawk. It was an A109 routing VFR which had been receiving a Basic Service from Bournemouth. The Bournemouth Radar Controller had asked the pilot if he intended to work Middle Wallop or Farnborough next, to which the pilot replied Middle Wallop. At 2016 Bournemouth Radar instructed A109 to squawk 7000 and free call Middle Wallop. A109 did not contact Wallop Tower on 118.6.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route - holding	EGSC (CBG): Cambridge	08/12/2014	201417049
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UK AIRPROX 2014/226 - A109 and an Extra 200, overhead Cambridge in Class G airspace. Traffic info given.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	Circuit pattern - base leg	EGNR : Hawarden	11/12/2014	201417246
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Alleged unprofessional RT communications demonstrated by A109.

At 1714 I was in the process of taking over the ADI position. The traffic situation was a HS125 on a 4 mile final and an A109 had been instructed to orbit on left base. The handing over controller advised/reminded me that the landing HS125 would require a full length backtrack (due to night time taxi restrictions) before the A109 could use the runway. Immediately on taking over I advised A109 that there would be a short delay on left base due to the backtracking a/c. The a/c replied "that's copied." Another voice than came on frequency asking "can we use the threshold?". I was unsure as to whether I was able to do this as it was night time, and because the handing over controllers plan was to continue orbiting the A109 until the HS125 had back tracked and vacated. I asked the ATCO i/c for clarification and was advised to continue orbiting the A109. I replied to A109, "not available at night", there was a pause and then the words "Jesus Christ" were transmitted over the R/T. I ignored this transmission and continued to deal with the other a/c on frequency. At 1715 the second voice came on frequency and said "what exactly is going on here? We could have got in before this jet". I advised that if the pilot would like to call me on the landline after he had landed we would be happy to discuss it with him. He replied that "we're going straight out so don't worry about that". There was then a pause and "I'll do that tomorrow". The a/c landed at 1718 and had only just started orbiting when I took over the frequency. I therefore estimate the delay to be no more than 4 minutes. The tone and content of the transmissions were such that I felt my ability to control safely had been compromised. I was therefore relieved by one of my colleagues at 1721.

AGUSTA A109	UNKNOWN	Final approach	EGNM (LBA): LEEDS BRADFORD	13/11/2014	201417282
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Laser attack.

AGUSTA A109	PRATT & WHITNEY (CANADA) PW200 FAMILY	En-route	EGVP : Middle wallop	09/12/2014	201417534
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Infringement of the Middle Wallop ATZ (Class G) by an unknown aircraft squawking 7000, indicating unverified 1000ft.

ATZ Infringement. At 17:45 a contact was observed on radar approximately 2.5 miles North East of Middle Wallop ATZ, tracking South West. Mode A 7000 with an unverified Mode C indicating 1000'. The contact was not seen from the Visual Control Room due to the weather conditions at that time, but the contact was observed on radar tracking overhead Middle Wallop ATZ South West bound. The reported MET observation timed at 17.19 stated that visibility was 4000 metres in drizzle, cloud FEW 400 Feet, Broken 500 Feet, Overcast 1100 Feet. Bournemouth ATC was contacted to enquire whether they were in contact with the aircraft. Enquires revealed that it was an A109.

BELL (TEXTRON 429)	PRATT & WHITNEY (CANADA) PW200 FAMILY	Aircraft repair	EGBT : Turweston	25/11/2014	201416567
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Failure of engine oil system check valve.

Following a local flight aircraft returned to Base, turnaround inspection revealed evidence of oil egress from fuselage left hand drain, aircraft grounded for further investigation. Engineering investigation revealed evidence of oil leakage in the area of the Engine No. # 1 oil system inlet to 011 Cooler, Oil Coolers removed, detailed inspection of the No. # 1 Engine oil system Check Valve found the body of the valve to be cracked allowing oil egress. It is noted that in January of this year at 234.2 Airframe Total Time the Main Transmission Oil System Check Valve (Same Part No.) suffered a similar failure to the valve body, this was replaced with a new item with no further occurrences to date. The aircraft is fitted with a total of three of these Check Valves of the same Part No. Procedures initiated to procure replacement check valve, aircraft grounded until replacement item fitted. Ongoing communication with Aircraft Manufacturer.

BELL 205	LYCOMING T53 FAMILY	Unknown	D 510	31/10/2014	201416864
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Infringements of the Spadeadam Danger Area EGD 510 by a Bell 205.

I was the DATCO working a military a/c within the confines of D510 operating surface to altitude 2000 feet. At approximately 0920 I observed a SSR return (squawk 1730) within D510 tracking SE. A Bell 205 had been operating within D510 on occasions throughout the week in the vicinity of the observation of the SSR code. I tried to call the a/c on VHF and also asked D&D to make a call on guard frequency but no reply was received. I also tried to contact the company by telephone but there was no answer. The nearest the 2 a/c got in relation to one another was 6nm and an indicated 500 feet separation.

Second report:

Bell 205 infringed D510 airspace on several occasions whilst carrying out operations on the Eastern edge of the Danger Area. The pilot had contacted Spadeadam Operations by landline at the beginning of the week to make them aware of his intentions. He was assigned a squawk, and a frequency to contact whilst carrying out his task. This was fulfilled on the first day, but thereafter the pilot operated autonomously. He retained the squawk throughout, but there were no two way communications with Spadeadam ATM. There was a military a/c conducting operations within the range at the same time. This meant that the military pilot had to be given frequent updates of traffic info which otherwise could have been omitted if ATM had both a/c on freq and had them procedurally separated.

BELL 206	ALLISON USA 250 FAMILY (C20J)	Cruise	Garstang	15/12/2014	201417718
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Green laser attack.

BELL 412		Pick- up/positioning of external load	EGOS : Shawbury	27/11/2014	201416653
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Cargo hook failed emergency release.

During simulated hydraulic failure with under slung load, the student crewman attempted to operate the emergency release with load attached, in accordance with the taught procedure. The emergency release failed to operate. The qualified crewman instructor (QHCI) then directed the aircraft captain to conduct an electrical release, which was successful. The captain then elected to land the aircraft and the QHCI and captain carried out the relevant hook checks to check serviceability. The hook appeared serviceable and a further underslung pick up was conducted to prove serviceability of the emergency release handle but failed again. At that point the QCHI decided to cancel the sortie due to an unserviceable hook and to return to dispersal to shutdown and seek engineering advice.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing	EGNR : Hawarden	08/11/2014	201415770
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Oil leak.

Whilst carrying out post flight refuel, a wet patch was notice under the rear of the cabin area, this was found to be oil on investigation. The area around the supply tank drain points were also found to be damp and sticky with oil. When checked it was noticed that the oil level of the number 2 engine differed from the number one level, and there was an amount of oil around the rear of the number 2 engine bay. I decided to ground the aircraft until an inspection by an engineer had been carried out.

EUROCOPTER EC135	UNKNOWN	Approach	Overhead Chaddesden	27/10/2014	201416673
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Green laser attack.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing	EGNR : Hawarden	29/11/2014	201416825
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Nr1 engine failed to shutdown.

Post 1hr flight aircraft shutdown iaw Flight Reference Cards. On completion of shutdown it was apparent that the nr1 engine was still running at a low Ng (just sufficient to start the main rotors turning) with no other abnormal indications or captions. Manual throttles were in the normal position. Engine shutdown using manual throttle.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	Stockton-on-Tees	01/11/2014	201417151
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Red laser attack.

EUROCOPTER EC135	UNKNOWN	Normal descent	EGNT (NCL): Newcastle	10/11/2014	201417259
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Laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Hovering	Lancaster	15/11/2014	201417286
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Missed approach or go-around	Ripley	13/12/2014	201417364
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Go-around flown due to radalt alerts failed.

Whilst on final approach to operating base, at approx 400 Agl, I realised I had not heard the Radalt warning sounding at 500ft. The front seat TFO also did not recollect hearing it although he had made a brief radio call to ops at around the time it should have sounded. I performed a go around, climbing back to just over 1000ft agl and flew the approach again but, as before, the radalt needle passed through the height bug without sounding. On passing through 100ft, the AVAD alert sounded as expected. After landing, a radalt test was carried out during which the audio warning sounded at the appropriate time. Fault entered in the technical log and engineering advice sought.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	Hartcliffe	19/11/2014	201417422
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Skelmersdale	26/11/2014	201417478
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Aircraft targeted several times by a green laser.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIEL	Cruise	EGTA : Aylesbury/Thame	14/12/2014	201417533
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UK AIRPROX 2014/230 - EC135 medical helicopter and a glider at Aylesbury (Thame) gliding site in Class G airspace.

EUROCOPTER EC135	UNKNOWN	En-route	EGFF (CWL): Cardiff	19/12/2014	201417733
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Military ATC launched a helicopter on operational duties without completing CBR (Check Before Release). Standard separation maintained.

Helicopter on operational duties launched by departure airfield tower without completing the CBR. I was the tower ATCO when at approximately 14:20 departure airfield tower requested a clearance for helicopter to the NE. After establishing the routing I issued VFR not above 1,500ft VFR with a Check Before Release which was correctly readback. At approximately 16:24 the departure airfield tower line rang and I was simply advised "helicopter is airborne", however the necessary CBR had not been completed by departure airfield tower and they did not have the LFZ. I observed the a/c just South of the 30 climb out at about 700ft. As there was no traffic in immediate conflict with the helicopter, I instructed the ATCO to turn him and transfer him to me on 133.1.

Supplementary 23/12/14:

I was OJTI to an ADI trainee who had 17hrs in position. The helicopter had started up on the Police ASU dispersal and a clearance had been obtained from Cardiff Tower for the a/c to depart to the East. The clearance was subject to a "Check Before Release". An orange CBR marker was placed on the pin by myself as the trainee had omitted to do so. At some stage the Tower ATSA took a telephone call from the Fire Section. I was asked if I would take the cal which was with reference to the fire category required for a B737 which required to conduct engine tests on Taxiway E. This protracted call distracted me from monitoring the trainee to the extent that the police helicopter was given take-off clearance without first "Checking Before" with Cardiff Tower. The trainee realised this as the helicopter was passing abeam the "Superhangar" heading East and I immediately instructed the trainee to turn the a/c southbound in order to remain within the St Athan LFZ (which was not activated) to remain South of the Cardiff R/W30 climb out. The Cardiff Tower ATCO was then informed of the incident and the a/c was re coordinated eastbound. No other traffic was involved in this occurrence.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Non-scheduled maintenance	EGGD (BRS): Bristol/Lulsgate	16/12/2014	201417601
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Tail rotor drive shaft flange, part missing.

In preparation for a replacement of a seal, due to a suspected seal failure and resultant oil leak, on the tail rotor drive shaft input the tail rotor gearbox was removed. Upon examination and consultation with the AMM it was identified that a plug located within the flange was not present as required by the AMM. Please refer to additional sheets for full investigation and description.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Standing	EGBB (BHX): Birmingham	05/12/2014	201417095
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Overflown Check A.

Being a 24 hour unit, the Check A is performed mid- to late-morning, by the day shift pilot. Therefore flights that occur before the check A becomes due are covered by the previous day's Check A. Previous Check A had taken place on 04/12/14 at 10:00. The Engineer was due to attend for a maintenance visit, but this was postponed due to him being required more urgently at another base. My intention had been to perform the Check A after landing from a task that came in just before 10:00. However we were cancelled on start. As we didn't land from that task, I missed my cue to perform the Check A. I therefore then flew the aircraft and remained airborne for 1 hr 15. I became aware of my error in overflying the Check A after landing.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	En route	13/12/2014	201417396
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Birdstrike.

Whilst in the circuit thud and vibration felt through airframe. Aircraft landed at base and inspected by Engineer. Bird remains removed from one main rotor blade and fenestron and tail fin. No damage found to aircraft.

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Cruise	EGBB (BHX): Birmingham	20/12/2014	201417807
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Yaw Smart Electro-Mechanical Actuator (SEMA) failure.

Having experienced an intermittent CAD alert (Actuation) on the previous flight a ground run was carried out during which the aircraft failed the AP test, with trim and actuation remaining illuminated on the CAD. After consulting with the MEL, the duty engineer was contacted and a CTF carried out to ascertain the serviceability of the Heading Hold which proved to be functional in a degraded state. A DDL entry was made and now awaiting confirmation of available spares and a rectification plan from our maintenance base.

EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Rhuddlan	20/12/2014	201417809
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Altimeter and airspeed indication fluctuations.

The altimeter indications fluctuated by up to 150' and the airspeed indications by 10 knots on the Primary Flight Display (PFD) when climbing/descending. The altimeter indication would freeze then suddenly jump by up to 150'. At the same time the Airspeed indication would increase/decrease by 10kts. Upper modes of Auto Pilot (Altitude Acquire and Altitude Hold) could not be engaged without an input failure being displayed. Aircraft returned to base location and engineering assistance requested.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	EGDX : St. Athan	27/11/2014	201416767
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Runway incursion-A delivery van crossed from G to H without permission.

I was the OJTI training a trainee controller under going Initial Civil Licence validation training having previously held a Military Certificate of Competence. A helicopter had started on the Police dispersal and had been given a Special VFR clearance to depart to the East along the coast with a turn to the South to 'separate' it from ILS traffic inbound to Cardiff. The helicopter had been given 'take off your discretion' from the Police Dispersal Area and I believe it was after this transmission that I noticed a vehicle that appeared to be straddling or holding just short of the northern edge of R/W08 on Taxiway Golf. I pointed out the vehicle to my trainee and sought confirmation that nothing had been cleared onto or across the runway by the ATSA or the trainee. The response was that nothing had. The vehicle after briefly being stationary then proceed to cross the runway vacating onto Taxiway Hotel and continued westbound along Taxiways Alpha and Bravo to vacate the Bravo Taxiway southbound towards the Balfour Beatty building site area. 'SAPPHO' the Bird Control Unit Vehicle was dispatched to the vehicle, which had been identified as a delivery van, in order to escort the vehicle to the tower. At no stage did the relative positions of the helicopter(whose initial departure track was eastbound along Taxiway Alpha followed by an early turn southbound) and the errant vehicle give any cause for concern and essential aerodrome information was therefore not passed.

Supervisors Narrative:

I was not in the ATC building at the time of this incident. From SATCO's discussion with the van driver, it appears that he did not state to the MPGS guards upon entry to the station that he required to visit a hangar building site, located on the South side of the airfield, but instead simply said that he required to visit 'the building site' and was directed by MPGS to East camp. What the drivers actions were upon reaching East camp are unclear and it seems that the driver was unable to clearly describe his actions. It appears that he was familiar with central registry on East camp and from there made his way somehow around the back of the MT compound, from where we can only assume that he could see the hangar and decided to cross the runway from Taxiway G to H. The driver of the van has a permanent vehicle pass although does not have an airfield driving permit. I think that the procedures regarding issuing of permanent passes to delivery drivers needs reviewing and also what if any brief they receive regarding their approved access areas and MPGS procedures regarding dealing with personnel that require access to the airfield. The access area in and around MT also maybe needs reviewing to see if it can be improved in terms of restricting or barring any access from East Camp.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Scheduled maintenance	Strensham	29/11/2014	201416940
<p>Nr2 supply tank indication failed monthly/50hr check. Nr2 supply 'Low Fuel 2' illuminated at 33kg indicated, upper limit is 30kg. Nr2 supply tank drained, fuel contents probe removed, cleaned, dried and refitted iaw SB and AMM. Further ground runs carried out to check supply tank fuel contents indication system iaw SB. System serviceable. Aircraft returned to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	Strensham	01/12/2014	201416942
<p>XMSN chip caution. During start up XMSN chip caution illuminated on CAD. Aircraft shut down and engineering assistance sought. Main transmission chip detector inspected and the debris assessed as Cat A iaw ASB. Main transmission oil filter removed/cleaned/refitted, no debris present. Oil sample taken and along with MCD debris sent for analysis. Ground run carried out for leak checks and no further chip caption. Aircraft declared serviceable.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGCW : Montgomeryshire/Welshpool	04/12/2014	201417204
<p>XMSN chip illuminated on CAD. Checks were performed in accordance with the checklist and decision made to return. Main transmission chip detector removed and inspected, cleaned and refitted iaw AMM 63-40-00, 6-1. Debris assessed as Cat A, slight abrasion and fine paste. No chip events recorded in the previous 100 hours - no further action required. Sample sent for analysis. Aircraft declared as serviceable and returned to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing	EGHS : Henstridge	06/12/2014	201417206
<p>Nr2 engine oil leak. On carrying out the post flight walkaround the nr2 engine oil level was about 8mm below the minimum line which even allowing for the couple of degrees of left down slope, was excessive. There was also oil staining in the jet pipe and oil streaking on the frangible part of the tail fin. No other obvious leak into engine bay. Duty engineer, operations and Duty manager advised. nr2 engine inspection carried out and topped up oil to a satisfactory level. No decrease in oil level. Aircraft cleared for flight by engineer and management returned to base. On arrival at base oil level had dropped 4mm in 15mins flying time. Fault found to be a leaking centrifugal breather mag seal. Breather mag seal replaced iaw EMM 72-11-00-900-B01. Ground run leak check carried out, no further oil leak. Aircraft declared serviceable and returned to service. On an operational note, giving the line engineers mobiles that would allow use of photo messaging would allow more information to be passed to the engineering department in situations like this.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Cruise	EGCB : Manchester/Barton	08/12/2014	201417208
<p>Momentary VNE speed exceedance. The engineering management team received a triggered email report detailing the aircraft had exceeded its allowable speed (VNE) above 2000ft. At this height and weight the aircraft is limited to 140kts. This has been exceeded by 17kts causing an overspeed in accordance with the master servicing manual. Manufacturer contacted regarding inspection requirements. Engineering responded to the site and carried out a Main Rotor Mast inspection and Main Rotor Blade inspection due to the VNE overspeed as requested. The aircraft components were inspected and found serviceable iaw AMM 62-11-00, 6-1 steps 1 to 10. Manufacturer informed of the results of the inspection and aircraft cleared to return to service.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	En route	08/12/2014	201417210
<p>XMSN chip caption illuminated. Post a HEMS task the aircraft started for return, following inspection for VNE exceedance. On selecting first engine to flight XMSN chip caption illuminated with no other abnormal indications. Operations informed and engineering assistance dispatched to site.</p>					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Rotors turning	Ripley	16/12/2014	201417571
<p>Unexplained noise from tail rotor drive shaft. Whilst carrying out the post flight check of the main Rotor Head I became aware of a clicking/ticking sound occurring when the main rotor head was turned. The noise was cyclical and not that of the engine turbine or the tail rotor. Duty engineer contacted and suggested bringing aircraft into hangar to make it easier to locate the sound. Further investigation revealed that the sound was coming from the Fwd part of the Tail Rotor Drive Shaft, underneath the exhaust cowlings and occurred at the same point of the rotation of the TRDS. Nothing obvious to the eye but aircraft grounded and engineer will attend in the morning.</p>					

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Basilidon	01/12/2014	201417591
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Green laser attack.

EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS (2B2)	Scheduled maintenance	NPAS Ripley Base	22/12/2014	201417810
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Tail navigation light hanging from tail fin.

Whilst carrying out the daily A Check I discovered the Tail Navigation Light was hanging out of the tail fin. On closer inspection, the light was only being held on by its electrical connection. Aircraft recently returned from maintenance.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Approach	LONDON	13/11/2014	201417310
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Aircraft persistently targeted by a green laser.

MBB BK117	TURBOMECA, FRANCE ARRIEL	En-route	Crystal Palace	01/12/2014	201417530
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Green laser attack.

MBB BK117	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	TNCM (SXM): Philipsburg/Prinses Juliana, Saint Maarten I.	25/11/2014	201416631
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Swashplate boot detached.

During removal of main rotor blades for ocean transit, it was found that the swash plate boot lower attachment area was not in position on swash plate rotating ring - exposing upper area of rotating ring to the elements. Found ty-rap correctly installed and in position on boot. Found boot with ty-rap could easily be reinstalled and again removed with little effort. No other defects noted. Boot to be refitted when main rotor blades are installed upon arrival. ASB carried out. Cable ties checked 8 Aug 2014 at 280:55 hrs manufacturer aware of problem. Re-designed outer ring to become available following service evaluation. ASB to be revised in January 2015.

MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Standing	EGCB : Manchester/Barton	04/12/2014	201416973
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Lower red anti-collision light found damaged during post flight walk.

On completion of an uneventful flight the aircraft was landed. Whilst conducting the post flight walk round it was noticed that the lower red anti collision light was damaged. The red lens that surrounds the inner filament had sheared off leaving the attachment bracket in place. The inner filament was undamaged. On checking, the light still functioned correct although the lens was missing. There was no evidence of a strike from another object or any other damage to the aircraft.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Final approach	EGCB : Manchester/Barton	08/12/2014	201417103
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Aircraft fishtailing as speed decreased.

On return to base a standard approach was adopted into wind. As the aircraft speed decreased below 55 knots the aircraft was felt to require and increased amount of pedal control to maintain straight and level flight. This increased as the speed reduced. There were no other warning signs / indications on the IIDS. The aircraft was still controllable albeit it was noticed that there was an increased amount of yaw control input when compared to normal operation of the aircraft. The aircraft was grounded and technical assistance was requested.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	Manchester City Centre	01/11/2014	201417122
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Green laser attack.

Whilst conducting operations in Manchester city centre the aircraft was struck by a green laser. It hit the aircraft in the 3 o'clock position whilst flying in an easterly direction north of the city. As the pilot of the aircraft I was initially dazzled by the light.

MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route - holding	Manchester	04/11/2014	201417144
Aircraft persistently targeted by a green laser.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	West Cowes	14/11/2014	201417284
Aircraft targeted twice by a green laser.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route - holding	Warrington	19/11/2014	201417425
Green laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route - holding	Manchester	18/11/2014	201417426
Laser attack.					
MD HELICOPTER MD900	PRATT & WHITNEY (CANADA) PW200 FAMILY	Scheduled maintenance	EGWU (NHT): Northolt	12/12/2014	201417477
Paper towel found on hydraulic pipes. During the Check A I looked down on the transmission deck from above through the top of the upper cowling I spotted a piece of blue paper towel caught on the hydraulic pipes next to the left Hand hydraulic reservoir. It was clear of any vents and moving components, but shouldn't have been there. I opened the forward left hand cowling and was able to reach the paper towel and removed it. It was soaked in water and oil. It is hard to tell how long it had been there as it was not easily visible by looking in through the forward left cowling.					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Approach	EGNM (LBA): LEEDS BRADFORD	15/12/2014	201417715
Three aircraft targeted by a green laser.					
OTHER (ROTORSPORT CAVALON)	BOMBARDIER ROTAX 912	En-route	EGSS (STN): London/Stansted	13/12/2014	201417393
Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7010, indicating 1900ft. Aircraft identified as a gyroplane. 7010 observed 10nm South of Stansted indicating 1900ft, the contact landed at intended destination. 'Check All' used and B737 on a CLN departure turned early. Gyroplane identified using mode S.					
ROBINSON R22	LYCOMING 320 FAMILY	En-route	EGBJ (GLO): Gloucestershire	27/10/2014	201416681
Green laser attack.					
ROBINSON R44	LYCOMING 540 FAMILY	Autorotation – practice	EGBG : Leicester	10/11/2014	201415866
Suspected overspeed during autorotation. During practice autorotation with 180deg turn into wind, after entry a bank angle and nose up attitude occurred. During the recovery action to stop the RRPM from rising further, a high engine RPM was suspected, possibly beyond operating limits. Engineering company informed. Engine inspected iaw SB369L no fault found, aircraft released to service. Instructor memo issued.					

ROBINSON R44	LYCOMING 540 FAMILY	Cruise	EGBB (BHX): Birmingham	26/10/2014	201416257
<p>Infringement of the Birmingham CTA-2 (Class D) by an R44 at 2200ft. Standard separation maintained. AIW activated by a 7000 squawk at 1600ft to the South West of HON VOR tracking southbound. The infringer continued to climb to 2200ft before leaving CAS in the vicinity of Warwick services. I had not observed a contact transiting underneath CAS before the AIW alert, so I believed it may have departed from a location underneath the CTZ. Mode S indicated that the a/c was an R44. A call was made to Wellesbourne who confirmed they were talking to the a/c. Supplementary 28/10/14: Flying as safety pilot with recently qualified student. On arrival at the site we had been very careful to avoid the 1500' CTA immediately above the hotel. On departure from a confined area, the student was focussed on being above 2000' so as to be able to request an overhead transit of Wellesbourne, a waypoint with which he was familiar. Though competent on the radio, he lacks confidence, so we were rehearsing the call. During this process, I failed to notice his enthusiastic rate of climb, and we infringed the 1500' CTA. We should have called Birmingham on lifting.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	Scheduled maintenance	EGNH (BLK): Blackpool	24/11/2014	201416417
<p>Incorrect assembly of engine exhaust valve drive train. During a scheduled 12 month inspection iaw CAA/LAMP/H 2007, the cylinder compression ratios were found to be excessively low. The engine rocker covers were removed. The exhaust valve stem cap (Fig 2 Item 9) for the number 3 exhaust valve was found resting on the cylinder head (Fig 1). EASA AD 2005-0023 R3 carried out on all 6 cylinders in accordance with Lycoming SB388C. All exhaust valve guide clearances outside limits. #1) 0.012" #2) 0.009" #3) 0.008" #4) 0.011" #5) 0.008" #6) 0.010" Clearance should be between 0.015" to 0.030". No 3 cylinder exhaust valve stem could not be rotated in the valve guide prior to reaming. All exhaust valve guides reamed in accordance with Lycoming Service Instruction 1425A.</p>					
ROBINSON R44	UNKNOWN	En-route	BEL	05/12/2014	201416982
<p>Infringement of the Aldergrove CTR (Class D) by an R44 squawking 7000. At approx 1505, whilst working in the INT position, ADC advised of a helicopter just east of the CTR and wishing to fly through. The a/c had initially called the Unit on ADC's frequency and was told to remain outside CAS by them. As the a/c was about to cross the boundary into Class D airspace and hadn't called, I made a blind call to it with no response. Pilot called approx 7.5nm from BEL, inside the Aldergrove CTR.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	Vertical take-off	Leeds Heliport	05/12/2014	201417013
<p>UK Reportable Accident: Tail rotor struck a vehicle parked on apron. One POB, no injuries. Substantial damage to aircraft and vehicle. Subject to AAIB AARF investigation.</p>					
ROBINSON R44	UNKNOWN	Hovering	EGLL (LHR): London/Heathrow	10/12/2014	201417292
<p>Outbound A380 expressed concerns regarding a single engine R44 helicopter operating between two runways. An R44 helicopter was operating between the two runways. It appeared to be filming and to facilitate this activity was hovering at about 100-200' AGL. Occasionally it would fly at slow speeds up and down the taxiways. This type of operation is potentially extremely hazardous as should there be a power plant or transmission failure there is no latitude at all for a safe landing. I.e. it would crash. I queried this operation to ground control and was informed it was an approved operation. The helicopter subsequently flew very slowly and directly over my taxiing A380 on Taxiway B. Whilst the operator of this machine and indeed it's manufacturer may be confident in its airworthiness in this part of the flight envelope I was not. As an ex military helicopter pilot with over two thousand operational hours flying it would be my opinion that this type of operation was at best hazardous. I would encourage the Airport Authority to consider only authorising twin engine heli ops that require to fly in this very dangerous part of the flight envelope so that if there is a power failure the remaining engine can sustain the hover or allow for an escape manoeuvre.</p>					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	En route	13/12/2014	201417354
<p>PAN declared due to engine warning indication. I was advised by an aircraft on frequency of a PAN call that had been made by aircraft, who had been operating outside controlled airspace on a basic service, this had not been heard by the controller. Details were relayed that aircraft had landed in a field 2nm south due to an engine warning indication and that the pilot, possibly a student would be contacting his instructor by phone. The details were passed to D and D.</p>					
SCHWEIZER 269C (300C)	LYCOMING 360 FAMILY	Scheduled maintenance	Unknown	01/12/2014	201416792
<p>Mixture control cable found worn. After fuel Injector unit was removed for repair. Mixture cable inspected and found worn approx half way through as inner cable exited the outer cable. Portion of cable found worn is not normally visible when aircraft is on the ground. Manufacturers Maint schedule make no reference to the inspection of mixture cable assy. Maintenance Organisation will amend Maintenance Program to read as follows. Lycoming 360 Series 50Hrs inspection. Check the mixture cable and throttle cable linkage for travel and freedom of movement, security of clamps and Lubricate if required. Check inner cables for wear with mixture control and throttle control at both full and closed settings. Action taken cable replaced.</p>					

SIKORSKY S76	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Other	EGHH (BOH): Bournemouth/Hurn	30/10/2014	201417198
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Incorrectly manufactured auxiliary fuel tank gauge found installed.

The Corporation have been informed via the attached Notice of Escapement NOE-002 dated December 04, 2014 of an un-safe condition (incorrect manufacture of a Gauge) fitted to 50 U.S. gallon auxiliary fuel systems installation. Please see Notice of Escapement letter NOE-002 attached and design report 12264 Issue A for detailed description of the non-conformance. See Design report document no. 12264 Issue A. See design report document no. 12264 issue A, page 11 section 6. Corporation informed via Notice of Escapement NOE-002 dated 4th December 2014 and Design report 12264 issue A.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	Final approach	EGSH (NWI): Norwich	28/11/2014	201417480
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Red laser attack.

SIKORSKY S76	UNKNOWN	Initial climb	EGLW : London (Westland Hel)	24/11/2014	201417529
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Laser attack.

SIKORSKY S76	TURBOMECA, FRANCE ARRIEL (2S2)	Initial climb	EGSH (NWI): Norwich	05/12/2014	201416947
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Landing gear failed to retract during take-off.

On initial climb out gear failed to retract - red unlocked light remained on. EOPs followed and crew chose to finish the flight with the gear down.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 December 2014 and 31 December 2014

OTHER

OTHER (GLIDER)	OTHER (N/A)	Rope release	EGDR : Culdrose	22/11/2014	201416528
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Serious Incident: Launch cable release malfunction. One POB, no injuries reported. No damage to aircraft. Investigation delegated to BGA.

SCHLEICHER ASH25	UNKNOWN	Wave lift	EGVN (BZZ): Brize norton	20/12/2014	201417757
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Infringement of Airway L9 (Class A) by a glider at FL92. Standard separation maintained.

Airspace infringement during glider flight in wave. During a recreational soaring flight the aircraft was in touch with Brize Norton Approach while searching for lift in wave above cloud. The aircraft entered L9 airway for approximately 2min 30s to a maximum of 350m due to pilot error. When the penetration was noticed the airspace was vacated without delay. The flight continued to the West of this position, close but outside L9 which was continually monitored on the GPS flight instruments. This was a temporary loss of concentration by two experienced pilots, both of whom express their sincere apology and regret for the infringement and any inconvenience caused.

Supplementary 22/12/14:

Glider penetrated L9. Working as the S23T between 1100 and 1210 my planner pointed out a trail that was apparently a glider that Brize Norton had lost contact with and was last known at FL80. We watched it for all of the session that we were plugged in with no issues. Later in the shift working as the S23P (between 1240 and 1330) this trail which was squawking 3737 came inside L9 at about 1255 indicating FL92 and was approximately 4nm north of MALBY. This was on WKS 345, as it travelled further west Bristol were informed the info we had on it. At 1318 it was seen inside L9 at the edge of the LACC and Bristol airspace at FL83 (base is FL75 here). AT 1321 Bristol rang to say they were now speaking with the glider and they would get the pilots info in case we required it, they changed its squawk to 5063.

OCCURRENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 December 2014 and 31 December 2014

ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
ADELTA	Automatically Deployed Emergency Locator Transmitter
AFS	Airport Fire Service
AIP	Aeronautical Information Publication
A/P	Autopilot
ASI	Airspeed indicator
BS	Basic Service
CAIT	Controlled Airspace Intrusion Tool
CAS	Controlled Airspace
DS	Deconfliction Service
EFIS	Electronic Flight Instrument System
FIS	Flight Information Service
FRC	Flight Reference Card
GASIL	General Aviation Safety Information Leaflet
IHUMS	Integrated Health and Usage Monitoring System
Kts	Knots
LACC	London Area Control Centre
LTCC	London Terminal Control Centre
LH	Left-hand
MACC	Manchester Area Control Centre
MGB	Main gearbox
MLG	Main Landing Gear
MPD	Maintenance planning document or Mandatory Permit Directive
MOR	Mandatory Occurrence Report
NLG	Nose landing gear
Nr1	Number 1
NM	Nautical Miles
PC	Prestwick Centre
PCB	Printed Circuit Board
POB	Persons on board
RH	Right-hand
RT	Radio Telephony
R/W	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

If another abbreviation that you do not understand appears in the listing please email sdd@caa.co.uk for a definition, or try an internet search engine such as Google.
