

20 May 2015
Reference: F0002334

Dear XXXX

I am writing in respect of your recent request of 5 May 2015 for the release of information held by the Civil Aviation Authority (CAA).

Your request:

1. For the year 2015 so far:

a) The number of mayday calls made to UK airports

b) Please break this down to provide details of i) the date and time ii) the airline involved, iii) the approximate location and altitude of the aircraft at time of day, iv) the departure and intended destination of the aircraft (please include flight number where possible), v) the reason for the mayday call and a summary description of events, vi) a description of the outcome

c) The number of pan-pan calls made to UK airports

d) Please break this down to provide details of i) the date and time ii) the airline involved, iii) the approximate location and altitude of the aircraft at time of day iv) the departure and intended destination of the aircraft (please include flight number where possible), v) the reason for the pan-pan call and a summary description of events vi) a description of the outcome

2a - e) Same for the calendar year 2014

3a-e) Same for the calendar year 2013

Our response:

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

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

We have searched the CAA MOR database for all instances of emergency declarations involving any aircraft regardless of nationality or operation type and with either:

1. A planned route to any UK airport/airfield without a diversion or aircraft return,
2. An aircraft has returned back to a UK airport/airfield after departure from a UK airport/airfield,
3. An aircraft has diverted to a UK airport/airfield.

The dataset provided in the attachments includes all reports from 1 January 2013 to all validated reports as at 14 May 2015 inclusive. It should be noted that the dataset may contain reports where an emergency was declared and subsequently cancelled (as the original declaration forms part of our data coding).

We have not included identifying information in these summary reports as this information is exempt from disclosure under Section 44(1)(a) of the FOIA. In this case we have not provided full route information, flight numbers, or organisation details.

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

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

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

Caroline Chalk
Head of External Information Services
Civil Aviation Authority
Aviation House
Gatwick Airport South
Gatwick
RH6 0YR

caroline.chalk@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the FOIA to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
SK9 5AF
www.ico.gov.uk/complaints.aspx

If you wish to request further information from the CAA, please use the form on the CAA website at <http://www.caa.co.uk/application.aspx?catid=286&pagetype=65&appid=24>.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Stevens'.

Mark Stevens
External Response Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Freedom of Information Act: Section 44

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

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

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

File number	UTC date	UTC time	Planned destination	Location name	FIR/UIR name	Diversion Airfield / Aerodrome [Value/Text]	Height/altitude	A/C flight level	Headline	Narrative text
201301345	09/02/2013	16:49	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to pilot incapacitation.	Captain became unwell with lower back/abdominal pain during crew rest. Senior First Officer operating as heavy crew took over duties. Paramedics arranged to meet a/c on arrival.
201303888	14/04/2013	16:47	EGLC (LCY): London city	EGNS (IOM): Isle Of Man/Ronaldsway	EGTT : London (FIR)				Hung starts due to APU failure. Fire and dense smoke observed from LH engine exhaust. Full emergency initiated.	During push back and starting engine nr2 the 'APU Overtemp' caution sounded and the APU carried out an auto shutdown. Crew cancelled the engine start as the engine was winding down due to lack of pressure from the APU. Crew restarted the APU and commenced to start engine nr1. The 'APU Overtemp' caution sounded again and the APU auto-shutdown. A/c towed back to stand. During the tow back to stand, ATC advised crew that smoke and flames had been observed. Crew concluded that this was caused by symptoms of a wet start. This was confirmed by ground engineer who reported fuel vapour coming from engine nr1. Crew ordered an air start machine and contacted LMC to inform them of the situation. Dry run of the engine was agreed and if satisfactory crew would perform a restart. During the dry motor run the hose connecting the air to the a/c burst and became detached. At this stage it was decided to disembark the passengers. After fire services arrived the crew liaised with them and their report confirmed both the flight deck indication and conclusion that the engine had experienced a wet start.
201302327	01/03/2013	13:08	EGTC : Cranfield	EGTE (EXT): Exeter	EGTT : London (FIR)				PAN declared due to rough running engine. A/c returned.	
201306734	11/06/2013	09:45	EGNR : Hawarden	EGNR : Hawarden	EGTT : London (FIR)				MAYDAY declared due to full power brake failure on approach.	The aircraft made a successful landing and taxied off the runway to stand. RFFS attended.
201310717	24/08/2013	18:06	EGSH (NWI): Norwich	EGSH (NWI): Norwich	EGTT : London (FIR)				PAN declared due to failure of nr2 hydraulic system.	The aircraft was cleared to descend to 1600ft and handed over to Tower.
201306596	07/06/2013	14:19	EGXW (WTN): Waddington	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		75	PAN declared due to engine problem.	Pilot requested immediate diversion and landed safely.

201306966	15/06/2013	12:51	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	ODMIX	EGPX : Scottish (FIR)	EGPK (PIK): GLASGOW PRESTWICK		320	Security incident. Written threat found on board during flight. ATC notified. A/c squawked 7700 and given diversion. All relevant agencies notified. A/c given a military escort to diversion airfield and landed safely.	
201310955	29/08/2013	14:30	EGXE : Leeming	EGPT (PSL): Perth/Scone	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to engine failure.	Aircraft had been flying for approx 10mins when suddenly fishtailed violently, torque needles fluctuated, nr1 engine N1 fluctuated and nr1 engine TOT indicated 810deg. Nr1 engine reduced to idle and PAN call made. A single engine approach and landing was made and nr1 engine shut down on landing. Engineering inspection found damage to the nr1 engine axial compressor blades and casing. Engine replacement carried out.
201306988	16/06/2013	01:15	EGNM (LBA): LEEDS BRADFORD	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)				Go-around flown due to faulty flap. During the go- around a PAN was declared due to lack of fuel	On selection of flap 20 during approach 'TE FLAP DISAGREE' EICAS message. QRH drill carried out and aircraft landed on alternate system at flap 20. Investigations found nr8 flap transmission overload indicator tripped and transmission found to contain no oil. Nr8 flap transmission oil service carried out and overload indicator reset. Flap track and gimbal inspected for evidence of binding and all found satisfactory. Flaps functioned and no re-occurrence of fault. Deferred defect raised for monitor of transmission overload indicator over period of three days as per FIM.

201301781	19/02/2013	14:08	Other	EGNH (BLK): Blackpool	EGTT : London (FIR)				PAN declared and a/c returned due to smoke in the cockpit.	Before departure, it was noted that the automatic flight control system (AFCS) could only be partially engaged. After take-off at 500ft a burning smell was noticed and smoke was observed coming from the AFCS panel. A/c returned and landed safely with emergency services in attendance. Engineers subsequently removed the faulty AP controller and the unit was replaced with a serviceable item. □ CAA Closure: □ The strip report confirmed technical failure of the PL4 logic card SRU within the AFCS controller, which was found burnt out. This had caused smoke to emanate from the controller. Considered to be a one-off failure and not a known issue.
201303684	09/04/2013	06:45	EIDW (DUB): Dublin	EGSS (STN): London/Stansted	EGTT : London (FIR)	EGSS (STN): London/Stansted			A/c declared PAN due to flaps jammed. A/c diverted. PAN upgraded to MAYDAY due to bleed air leak.	A/c en route to diversion airfield when PAN upgraded to MAYDAY. A/c stopped on runway.
201306446	03/06/2013	06:45	Other	En-route	United Kingdom				PAN declared due to fuel indications discrepancy.	The aircraft returned where it was found that the outer fuel tank transfer doors had opened on both sides.
201309536	31/07/2013	16:01	EGPD (ABZ): Aberdeen/Dyce	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)			180	MAYDAY declared and aircraft returned due to APU fire warning.	ECL carried out and APU fire extinguisher discharged. Aircraft landed safely with emergency services in attendance. Rapid disembarkation executed once clear of the runway. After inspection by fire services with no trace of fire, heat or smoke, the aircraft was given the all clear. Investigation under 201309397.

201302479	11/03/2013	08:40	LEMG (AGP): Malaga	Exeter	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate		390	PAN declared and aircraft diverted due to smoke and fumes in the flight deck.	The Captain noticed a burning smell and smoke was observed coming up the side of the flight deck forward side window. QRH and troubleshooting commenced and a PAN was declared. Reports of smoke in the cabin came from the cabin manager and the decision was made to immediately divert. Flight crew donned oxygen masks. No warnings, cautions or advisories were showing and all systems appeared normal. ATC coordinated a diversion and the aircraft landed safely. After landing, it became apparent that the burning smell was throughout the cabin and there was a smoke haze reported at floor level at the rear of the cabin. □ CAA Closure: Fault traced to the toilet vacuum generator in the rear cabin which had burnt out. It was not possible to determine the cause as the part was removed from the operators stock before a workshop report could be obtained. However the part in question is not considered to be a reliability issue.
201301728	19/02/2013	13:43	ENGM (OSL): Oslo/Gardermoen	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			390	PAN declared and a/c returned due to flight crew injury/incapacitation.	Captain suffered a deep cut to the finger caused by a sharp edge on the flight deck door. FO handled approach and landing with Captain still present on the flight deck. □ CAA Closure: A review of the Tech Log revealed one report of a raised rivet head on the flight deck door, the date for which concurs with the incident date. It was recorded that the fault was rectified by replacing the upper latch cover retaining screw cover. Defect then cleared. This defect was deferred in order to allow a timely rectification of the latch defect. Unfortunately the sharp edge left was responsible for the cut to the Captain's finger. The operator will brief via continuation training the potential hazards remaining following any ADD activity.
201306982	16/06/2013	15:19	EGLL (LHR): London/Heathrow	En-route	EGTT : London (FIR)				PAN declared due to smoke in passenger cabin caused by a PED.	Fire services met the aircraft on arrival. The smoke was found to have been caused by a PED being wedged in a passenger seat. Fire extinguishers were used by cabin crew on the descent.

201310546	07/08/2013	11:40	EGKH : Lashenden/Headcorn	EGKH : Lashenden/ Headcorn	EGTT : London (FIR)				PAN declared and precautionary landing made due to loss of oil pressure in the climb.	Initially the pilot noticed the oil temperature gauge was reading high with all other instruments reading normally. Upon landing the pilot consulted the engineers who suggested to monitor the gauge on the next flight. During this flight, the pilot noticed the oil temperature once again was reading high and all the other instruments reading normal. Shortly afterwards, whilst climbing at around 5000ft, the oil pressure needle began to move up, jumped erratically and then decreased. The torque gauge also jumped erratically, followed by a warning annunciating 'low oil pressure'. The parachutists saw oil streaming across the LH side windows. The pilot declared a PAN and landed safely. Once landed and the engine was shut down, the pilot could confirm the oil running down the entire length of the aircraft and smoke was coming from the engine cowlings.
201314051	31/10/2013	18:50	EGHI (SOU): Southampton	EGJB (GCI): Guernsey, Channel Is.	LFRR : Brest (FIR)				On departure LH main and nose undercarriage doors failed to retract. Aircraft returned.	After a normal take off we established a positive climb and selected gear up. The gear came up as normal however, the L Main and Nose gear door amber lights remained lit with associated vibration through the airframe. We discussed the problem remembering the door airspeed limits and decided not to continue but to return. A Pan Call was made to ATC advising them of the problem. The QRH was actioned including the Alternate Gear Extension which provided three greens. ATC were advised that the QRH procedure was complete and that the gear was locked down, we had three green and that we could commence a normal ILS, although we had lost our normal nosewheel steering and we may need to stop on the runway. A normal vectored ILS was carried out and normal landing accomplished. We vacated the runway and elected to shut down on the taxi way and requested that handling agent tow us onto stand. Airport Fire Brigade attended the aircraft as a precaution as did Airport Operations.
201301629	16/02/2013	16:43	EGLD : Denham	EGTF : Fairoaks	EGTT : London (FIR)	EGTF : Fairoaks			MAYDAY declared and a/c diverted due to engine problems. Rough running engine. A/c landed safely.	

201302862	18/03/2013	23:40	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to strong, oily fumes on the flight deck.	Descending through an icing layer, the engine anti-ice was switched on and the fumes then entered the flight deck. Checklists actioned and the fumes began to clear. Captain and FO began to feel effects so went onto oxygen and declared a PAN. Both felt better by short finals so emergency services stood down. Investigation under 201302423.
201303014	22/03/2013	19:03	EGPH (EDI): Edinburgh	EGPH (EDI): Edinburgh	EGPX : Scottish (FIR)				MAYDAY declared due to nr1 engine failure on approach.	A/c at 2nm final approach declared MAYDAY to ATC. Go-around flown into hold in order to complete checks. A/c then advised that engine anti-icing had been lost on nr2 engine with icing warning in effect between 3000 and 5000ft. A/c landed with Fire Services in attendance.
201310418	17/08/2013	16:10	EGNT (NCL): Newcastle	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)	EGCC (MAN): Manchester/Intl			Serious Incident: Missed approach mishandled which led to a slat and flap overspeed. Diversion initiated and MAYDAY subsequently declared due to low fuel status. AAIB Field investigation.	CAA Closure: <input type="checkbox"/> During an ILS approach, ATC instructed the crew to conduct a go-around. This manoeuvre was mishandled and it led to a slat and flap overspeed with an associated caution message. The Quick Reference Handbook (QRH) actions in response to this message were not followed correctly. Consequently the crew assumed that they would have to make a flapless landing and they decided to divert to an airport with a longer runway. They realised they would have to use some of the final reserve fuel but, when a low fuel caution light came on, the appropriate QRH checklist was not actioned. The crew continued to try to resolve the flap problem and, despite straying from the QRH instructions, they did ultimately regain normal flap control. When the aircraft arrived on stand at the diversion location, the total fuel was 700 kg below the final reserve figure and there was an imbalance of 500 kg between the tanks. This serious incident had its origin in an incorrectly executed G/A from well above decision altitude. The approach briefing had not mentioned the techniques that might be employed in such a circumstance. Initially the autothrottle disconnect switch was operated rather than the G/A switch and the thrust levers were

201307408	22/06/2013	18:15	EGFF (CWL): Cardiff	EGFF (CWL): Cardiff	EGTT : London (FIR)				EICAS message 'LE Slat Disagree' and leading edge light illuminated. PAN declared.	On selection of ALTN LE switch, LE light and message remained. Completed LE Asym QRH. Trailing edge flap 20 achieved. PAN declared, fire services followed aircraft on to stand. Post flight inspection revealed that the slats had not moved at all. □ CAA Closure: The event was due to internal deterioration of three of its leading edge slat actuators and/or support bearings, coupled with cold soaking/ice formation. The leading edge slat system is known to be prone to problems with its actuators and other components, and has had a long history of such. The actuators identified during troubleshooting and their related support bearings were replaced, with higher torque/specification ones. This aircraft is one of the four with earlier low torque actuators in the operators fleet.
201306309	31/05/2013	09:04	EHAM (AMS): Amsterdam/Schiphol	En-route	EGPX : Scottish (FIR)				PAN declared due to a windscreen problem.	The pilot requested to turn back and hold at GOW and stop climb at 6000ft.
201304781	02/05/2013	14:05	EGLL (LHR): London/Heathrow	GOMUP	EGPX : Scottish (UIR)			370	Infringement of Danger Area by a B747. Controller had lost two way comms with the a/c, once re-established the a/c was given a turn to exit the area. A/c had previously reported a PAN. Separation minima was maintained.	

201311579	11/09/2013	17:00	EGPI (ILY): Islay	EGPF (GLA): Glasgow	EGPX : Scottish (FIR)				PAN declared following loss of all navigation data.	During the flight out, the autopilot disconnected at random. Occasionally, it would re-engage for a few seconds, other times it would not re-engage at all. The weather was unsuitable for approach at destination so the aircraft returned. On the return, with the autopilot disengaged, a warning horn sounded with associated loss of mode annunciations from EFIS screens. Once taking vectors for ILS, a random 'GA' occurred with loss of ILS data. PAN declared and climbed back to MSA, routing North to hold and briefed SRA approach. This was carried out uneventfully using raw data. □ CAA Closure: □ Investigations identified a defective autopilot control unit. Defects identified were not preventable by the operator / AMO. A strip report was requested and identified internal failings in the unit. The organisation have stated that this is not a regular occurrence in the fleet and no special inspections apply to the unit by way of ADs etc. There have been no previous reliability issues identified in the organisation. Considered to be an isolated event. Replacement unit fitted.
201314231	05/11/2013	17:15	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			400	PAN declared due to low tyre pressure warning light.	A priority request was made by the pilot who stated that he expected to be able to vacate the runway and requested the fire services to be in attendance on arrival. Information passed to TC via the LAS. Priority approach given and aircraft transferred to TC.
201300994	30/01/2013	17:08	EGLF (FAB): Farnborough civil	EGNO : Warton	EGTT : London (FIR)			190	PAN declared due to windscreen failure. A/c returned.	

201301177	05/02/2013	11:46	EGPN (DND): Dundee (Riverside Park)	EGPN (DND): Dundee (Riverside Park)	EGPX : Scottish (FIR)				Flames reported coming from the exhaust. Cockpit filled with smoke after take-off. PAN declared and a/c returned.	During power checks the engine stopped with excessive back pressure applied to the throttle. The engine idled without issue when normal pressure applied to the throttle. Upon restart a company a/c reported flames from the exhaust. A/c commander decided this was due to over priming. Power checks at various RPM settings, no signs of flames, slight smoke observed. As this was deemed consistent with normal operation of the engine at idle, commander elected to continue with take-off. At approx 200ft the cockpit began to fill with smoke. PAN declared and a/c returned. Fire services attended. Upon inspection no engine fault found, engineers suggest that a silicon lubricant used on the heating system had caused the smoke.
201306224	31/05/2013	09:08	EHAM (AMS): Amsterdam/Schiph ol	EGPF (GLA): Glasgow	EGPX : Scottish (FIR)				Window arcing and cracking on the windscreen. PAN declared and aircraft returned.	On initial climb the Captain noticed arcing of the windscreen, which shortly after turned into a crack. The crew request to stop climb at 6000ft to stop further pressurisation cracks.
201302239	03/03/2013	12:45	EGNC (CAX): Carlisle	EGNC (CAX): Carlisle	EGTT : London (FIR)				Partial loss of engine power. PAN declared and a/c returned.	Loud bang heard followed by vibration and a power loss of approx 400rpm. Investigation revealed nr1 cylinder had cracked from the lower spark plug.
201306448	02/06/2013	10:19	EGBP : KEMBLE	En-route	EGTT : London (FIR)				MAYDAY declared due to loss of oil pressure. Aircraft returned.	Aircraft landed safely with RFFS in attendance.
201306633	08/06/2013	12:50	EGGW (LTN): London/Luton	EGGW (LTN): London/Luto n	EGTT : London (FIR)	EGSS (STN): London/Stansted			A/c flew go-around, declared PAN and diverted due to brake failure.	On approach, as the landing gear was extended, two warning lights appeared 'Anti-skid inop' and 'Fwd brake lo press'. Go-around carried out and QRH actioned. A/c diverted for longer runway needed and landed safely using emergency braking system and thrust reversers to stop. Tech Log entry made and passed to Tech Support.
201306632	08/06/2013	10:00	EGSU : Duxford	EGBW : Wellesbourn e mountford	EGTT : London (FIR)	EGBW : Wellesbourne mountford			MAYDAY declared due to engine problems. A/c diverted.	

201310437	18/08/2013	06:28	EGLL (LHR): London/Heathrow	BEDEK	EGTT : London (FIR)			140	B767 in descent at FL140 encountered wake turbulence from preceding company B747 10nm ahead on same route. Pitch of 5deg and roll of 15deg reported.	Passenger sustained head injury from falling cabin bag during cabin securing for landing. PAN declared and assistance provided on arrival.
201308901	17/07/2013	09:25	EGBB (BHX): Birmingham	LEPA (PMI): Palma de mallorca	LECB : Barcelona (FIR)	EGCC (MAN): Manchester/Intl			Difficulty retracting nose gear after take-off.	ECAM aural warning. Shortly after, the landing gear retracted. Company decided to divert the aircraft as a precautionary measure. The aircraft landed safely.
201306643	09/06/2013	07:10	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			140	Serious Incident: MAYDAY declared due to smoke in cabin originating from the area of the trash compactor. 302 POB no injuries. AAIB AARF investigation.	CAA Closure: <input type="checkbox"/> The aircraft had started its initial descent and was about to enter the hold. A member of the cabin crew noticed that the trash compactor in Galley 4 (near Door 2 Left) was emitting acrid smoke, but she was unable to isolate its electrical supply. The commander sent the co-pilot to pull the circuit breaker. He could not locate the circuit breaker but was able to isolate the galley using the galley power emergency switch. The cabin crew monitored the situation, and a few minutes later the smell had worsened, so the commander was informed. The crew declared a MAYDAY and carried out an expeditious approach and landing. They elected to vacate the runway and, after discussions with both the fire services and the cabin crew, taxied to stand. The fire services removed the compactor and the passengers were then disembarked normally. The compactor unit was sent to the manufacturer for further investigation but no conclusive evidence for the cause of the acrid smoke was found. The operator has included the findings from this event in its review of cabin crew training and fire safety drills. Bulletin 01/2014, Ref: EW/G2013/08/36.
201302715	15/03/2013	12:15	Other	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)	EGPB (LSI): Sumburgh			PAN declared and a/c diverted due to nr1 engine chip warning. Local standby called.	

201309605	02/08/2013	06:17	EHAM (AMS): Amsterdam/Schiphol	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)				Aircraft suffered multiple electrical system failures after take-off and returned safely to departure airport. AAIB Field investigation.	CAA Closure: ☐ The aircraft suffered an electrical failure after departure, which led to the loss of the commander's primary flight instruments, navigation equipment and other electrical services. There was also a smell of electrical burning in the passenger cabin, so an immediate return to the airport was carried out. The loss of power was caused by a fatigue failure of the terminal lug on the end of the No 1 generator phase 'A' ground cable. An inspection revealed a number of other lugs which had cracked in the same location, two of which were close to failing in the same manner. The lugs had probably cracked as a result of a combination of engine vibration, a rough surface finish and bending of the lug during installation. AAIB Bulletin 08/2014, Ref: EW/C2013/08/01.
201306443	04/06/2013	16:47	EGTB : Wycombe Air Park/Booker	EGBJ (GLO): Gloucestershire	EGTT : London (FIR)				Trail of white smoke observed coming from the aircraft. Aircraft returned.	No more smoke was seen once it had joined the downwind leg. Full emergency instigated by ATC.
201304133	18/04/2013	18:10	EGLL (LHR): London/Heathrow	LPPR (OPO): Porto	LPPC : Lisboa (FIR)				Loss of LH hydraulic system. PAN declared.	Landing gear did not move when selected up. Shortly afterwards EICAS message 'L HYD SYS PRESS' illuminated followed by 'L HYD QTY', 'GEAR DISAGREE' and 'TE FLAP DISAGREE' when crew attempted to raise flaps. PAN declared and QRH actioned. Complete loss of LH hydraulic system diagnosed. Aircraft held at 4000ft to burn fuel to a landing weight suitable for return for a flap 20 landing. ☐ CAA Closure: Investigations found that the nose gear sequence valve had cracked. The valve was replaced, system leak checked and functioned satisfactorily. Aircraft then released for service. Operator's B757 Technical Support Manager confirmed that there is no current reliability problem or failure trend related to the valve.
201309042	22/07/2013	18:41	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				Acrid burning smell/fumes in cabin. PAN declared and aircraft returned.	During climb an acrid burning smell detected in the galley area. On investigation heat was found around the galley bulkhead and the area behind seat row 10. PAN declared and aircraft returned with fire services in attendance. Occupants rapidly disembarked onto the taxiway.☐ CAA Closure: Cabin heaters found contaminated with dust. Inspection interval reduced and fleet check carried out.

201310901	28/08/2013	19:18	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared on approach due to strong oily fumes in the flight deck and the cabin.	The Captain felt slightly light-headed and both pilots donned oxygen masks as a precaution. After landing, the aircraft was brought to a halt on the taxiway for fire services inspection before taxi to stand. QRH was not actioned due to the timing of the event. Reporter states that a few ATC calls were missed due to donning of masks and necessary adjustments to volume etc.□ CAA Closure:□ No fault could be found and no further reports have been recorded.
201304212	21/04/2013	10:20	EGKR (KRH): Redhill	Inside EGLC CTR	EGTT : London (FIR)	EGKB (BQH): Biggin hill			A/c reported rough running engine, PAN declared and a/c requested diversion to nearest airfield.	En-route to diversion a/c reported engine now running satisfactorily. PAN cancelled, a/c continued to diversion airfield as a precaution for a landing without further incident.
201301619	17/02/2013	18:00	LFML (MRS): Marseille Provence	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				MAYDAY declared due to smoke throughout a/c shortly after take-off. A/c returned.	A/c climbing through 6000ft for FL100 approx 1min after take-off. Cabin crew member entered flight compartment to report smoke in cabin. Fumes obvious in flight compartment therefore flight crew donned oxygen masks. MAYDAY declared and request made for immediate return. Air conditioning and engine bleeds turned off at which time the smoke began to dissipate. Flight crew were aware a/c had just returned from maintenance input where nr2 engine had been changed. Reporter also notes vision impairment wearing oxygen mask due to condensation on the exterior of the mask.□ CAA Closure: The nr2 engine had been installed on 15 Jan 2013, having recently been repaired after a double surge event during operation. Most of the modules were disturbed during the repair but there was no smell detected during engine run post engine installation, which requires the engine to be run to max climb for a limited period. The sector immediately after the engine change was the sector in this report. As a result of the airborne return the aircraft was taken off service for extensive troubleshooting. The galley electrical and cabin equipment was tested with no faults found and work was carried out which requires the engines to be run extensively with
201303545	20/03/2013	13:11	Unknown	EGNE : Repton/Gamston	EGTT : London (FIR)	EGBE (CVT): Coventry			PAN declared and a/c diverted due to unsafe LH main gear indication.	Pilot requested diversion due to no green undercarriage lights then declared that he would be shutting down LH engine on approach. A/c landed safely with emergency services in attendance.

201304193	20/04/2013	10:27	EGCV : Sleep	EGCV : Sleep	EGTT : London (FIR)				Engine malfunction, PAN declared and a/c returned.	At approx 700ft in climb out engine began to misfire and run rough for approx 2sec. This occurred in short bursts for an increasing duration. Due to uncertainty of the engine maintaining power, a/c returned having declared a PAN. A/c landed without further incident.
201309849	07/08/2013	04:20	EGLL (LHR): London/Heathrow	OERK (RUH): Riyadh/King Khalid Intl	OEJD : Jeddah (FIR)				Flap retraction failed. Flap drive EICAS message received, required fuel jettison to return. PAN declared.	After take-off and during flap retraction the flap would not retract past the 5 position and 'Flap Drive' message received. Same event occurred on previous sector. QRH actioned and fuel jettisoned to landing weight of 278 tons. Fire services attended aircraft on arrival. Engineer advised Rotary Variable Differential Transformer (RVDT) will be replaced.
201316597	22/12/2013		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Medlink confirmed no need to divert so flight continued.
201305442	14/05/2013	19:52	EGFF (CWL): Cardiff	EIDW (DUB): Dublin	EISN : Shannon (FIR)				PAN declared and a/c returned when fuel vapour was noticed coming from RH outer fuel filler cap.	The a/c had been refuelled prior to departure and on pre-flight visual inspection, all caps had appeared to be secure and locked down. After landing, the filler cap was inspected and it was found that it was sitting at a slight angle although it was fully locked in position. Cap refitted correctly and a/c departed normally.
201305291	09/05/2013	17:30	EGBB (BHX): Birmingham	LEPA (PMI): Palma de mallorca	LECB : Barcelona (FIR)				Various ECAM warnings in climb out accompanied by electrical fumes. PAN declared and a/c returned.	Passing FL180 various ECAM cautions including 'SDAC 1 Fault/Doors/Stairs' together with EIS display functions. Climb continued when ECAM 'Emergency ELEC config and Slat/Flap Jam' triggered together with the slight electrical burning fumes. Climb stopped at FL250 and PAN declared. Decision made to return for investigation. □ CAA Closure: Investigations found that a systems data acquisition concentrator had failed, root cause of the failure being a burnt capacitor on the power supply card within the concentrator. The SDAC was replaced before next flight. The item had been on wing for seven years and there is a history of component failure, but not connected with a burnt capacitor. There is evidence of burnt capacitors on other types of cards, but not particular to this card.
201308462	12/07/2013	11:44	EGBN : Nottingham	Headon	EGTT : London (FIR)	Other			PAN declared and aircraft diverted following engine vibration.	D&D informed and the aircraft landed safely at diversion airfield.

201308342	11/07/2013	09:50	EGNH (BLK): Blackpool	Overhead EGGP	EGTT : London (FIR)	United Kingdom (Ashcroft Farm.)			Rough running engine. PAN declared. Aircraft diverted.	Aircraft in descent to overfly airfield when PAN declared due to engine noise and performance. Aircraft diverted for nearest suitable site for landing.
201304899	03/05/2013	00:22	EGLL (LHR): London/Heathrow	En route	CZYZ : Toronto (FIR)			340	Hydraulic fluid and pressure loss.	Departure airport informed via ATC in case of runway debris. QRH actioned and PAN declared ahead of approach. Flap 20 landing carried out with alternate flap and gear. Aircraft inspection carried out by emergency services after vacating the runway.
201304930	07/05/2013	02:47	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				Go-around flown and subsequent PAN declared due to 'TE flap disagree' and 'LE slat disagree' warnings on approach.	QRH actioned and PAN declared for landing at higher than usual speed. Emergency services accompanied a/c to stand to check wheels. Investigation under 201304930.
201305739	20/05/2013	05:45	EBBR (BRU): Bruxelles/National	EGBB (BHX): Birmingham	EGTT : London (FIR)	EGBB (BHX): Birmingham		250	PAN declared and aircraft diverted due to hydraulic leak in system 1.	During cruise, Captain noticed the hydraulic quantity on the nr1 system had reduced from 55% to 40%. Aircraft was slowed and ATC informed. Aircraft diverted as fluid quantity was continuing to reduce. Upon flap selection, the gear warning sounded. This was actively ignored until the approach. PAN was declared as a precaution in the event of no flaps for the approach. Aircraft landed with emergency services in attendance. No hydraulic failure occurred on landing so Captain stood fire services down and taxied aircraft to stand. Tech Log entry made. Engineers discovered a leak in the lower fuselage beneath the wing. □ CAA Closure:Engineers investigated and found a leaking balance relief valve. It is currently not a component that is under review either internally by the operator or by the vendor as it is showing very good reliability, above target.
201400065	03/01/2014	13:30	EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Expeditious approach and arrival made.	

201400074	04/01/2014	06:00	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			340	PAN declared due to passenger medical emergency. On board doctor assessed the passenger and requested medical assistance on arrival.	
201401892	17/02/2014	12:15	EGUN (MHZ): Mildenhall	EGUN (MHZ): Mildenhall	EGTT : London (FIR)				PAN declared with engine shutdown due fuel conservation.	Aircraft declared a PAN whilst inbound to base. Nr1 engine was shut down to conserve fuel.
201401913	14/02/2014	12:00	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGSS (STN): London/Stansted			PAN declared and aircraft diverted due to low fuel following windshear go-around.	Go-around from 200 AGL due to windshear and turbulence, positioned towards hold for second attempt when ATC advised many aircraft were going around and another airport was closed due traffic with only one accepting A/C on fuel emergency. After taking into consideration all factors, a 'PAN' was declared to allow a diversion to that airport with 3600Kgs, final reserve fuel was 2188Kgs.
201400514	15/01/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Passenger fainted and injured their head. First aid administered. Passenger confirmed they had a history of fainting and low blood pressure.	
201300985	19/01/2013	10:39	Other	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	EGTT : London (FIR)				PAN declared and a/c returned due to windscreen iced up, reducing visibility.	The outside air temperature fell to -1deg. During the flight, the windscreen quickly began to ice up and visibility was reduced to 5000-6000ft with cloud base at 600ft. Flight crew decided to turn back to base. Pilot informed ATC that the runway could be approached sideways as there was good visibility out of the side windows. A/c landed safely and once on the ground, the windscreen was able to be cleared with wipers before taxi back to dispersal.

201308974	20/07/2013	14:30	EDDF (FRA): FRANKFURT / MAIN	EGJJ (JER): Jersey, Channel Is.	LFRR : Brest (FIR)	United Kingdom			Engine failure after take-off. MAYDAY declared and aircraft diverted.	Aircraft declared MAYDAY due to nr1 engine failure. Aircraft entered hold to consider options. Due to wind conditions at departure airfield it was decided to divert to an airfield on the mainland.
201309337	28/07/2013	23:03	EGPH (EDI): Edinburgh	EGPH (EDI): Edinburgh	EGPX : Scottish (FIR)				PAN declared due to autopilot and autothrottle failure.	Pilot declared PAN shortly after confirming FL80 with ATC, stating the aircraft had lost the autopilot and autothrottle and would be flying manually.
201303028	23/03/2013	15:54	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	EGNX (EMA): NOTTINGH AM EAST MIDLANDS	EGTT : London (FIR)				Fumes in flight deck on approach at 2000ft.	Very strong electrical smell on approach. No sign of smoke but oxygen masks donned as a precaution. PAN declared on landing to allow taxi to stand. A/c shut down with battery switched off and smell dissipated. □ CAA Closure: Despite extensive checks, engineers could not find any faults on the flight deck or in the E&E bay and the aircraft returned to service. Following a re-occurrence, further investigations found the RH taxiway turn off light switch with burn marks. Tests showed arcing and there were strong electrical burning fumes. Switch S2 of the LH lighting control panel M10056 confirmed failed.
201313936	28/10/2013	06:47	EGLC (LCY): London city	Overhead Brussels	EBBU : Brussels (FIR)	EGSS (STN): London/Stansted		380	Cracked windscreen. PAN declared and aircraft diverted.	During cruise a loud bang was heard. The RH windscreen had smashed completely obscuring vision, accompanied by EICAS caution 'HTR 2 WSCRN fail.' Additionally wind at destination was gusting 50 knots. Precautionary descent and PAN declared. QRH completed of cracked windscreen. NITS given and advised cabin crew would be a normal landing. Due wind at arrival airport and window obscured, a decision to divert was made.
201310568	20/08/2013	11:35	EGPB (LSI): Sumburgh	En route	EGPX : Scottish (FIR)	Other			PAN declared and precautionary landing made due to doors/cowls light illuminated on the control warning panel during flight.	The warning light was accompanied by the gearbox housing light on the instrument sub panel. Pilot reduced power and the emergency checklist was consulted which resulted in a 'Land as soon as possible' situation. A PAN call was made and the aircraft was routed to the nearest platform (approx 4nm). An uneventful landing was carried out and the cowls were thoroughly inspected by both crew members in consultation with engineers, operations and with the MEL. It was determined that the aircraft was secure and that the flight could be continued safely. The cowl lights did not extinguish for the remainder of the flight. □ CAA Closure: □ Investigation and rectification of proximity switch wiring carried out and switch replaced. The organisation has advised that they propose to modify the prox switch installation.

201307347	23/06/2013	17:55	EGFF (CWL): Cardiff	EGFF (CWL): Cardiff	EGTT : London (FIR)				PAN declared due to 'LE Flap disagree' warning.	On initial approach flap 1 selected, indication needles moved to half position between 'up and '1'. 'LE SLAT DISAGREE' warning followed. QRH 'LE Slat Asymmetry' checklist actioned. PAN declared and a/c landed with autobrake 3, full reverse thrust and exited runway at the normal turnoff. Emergency vehicles attended the aircraft on the runway and followed the aircraft to stand, however, after vacating the runway, a paramedic vehicle re-entered the runway without the escort of the AFRS. Reporter notes that this is the third occurrence of this type on this a/c over the last few days. Investigation under 201307408.
201310061	10/08/2013	07:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			80	PAN declared due to multiple smoke warnings.	Multiple smoke warnings for lavatory and crew rest area. Rest area inaccessible due to locked door. PAN declared and priority landing given. Fire services met aircraft on arrival, no smoke or fire was found.
201314749	05/11/2013		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Three passengers were unwell. Advice sought from Medlink.
201316854	30/12/2013	10:15	BIKF (KEF): Keflavik	En route	EGPX : Scottish (FIR)			430	PAN declared and aircraft returned due to RH generator failure.	I was operating as T&P combined with reasonable traffic workload, and some vectoring. The aircraft was midway through the NW portion of my sector at FL430, and then asked for descent to FL400 with no hint of any problem. At approximately 1015 the aircraft declared PAN PAN PAN. I immediately called for a planner, who arrived within seconds. I asked him to squawk 7700 and pass his message. I was informed that the aircraft had a right hand generator failure and wished to divert to their base at EGHH. I instructed the aircraft to turn right or left at his discretion heading 190 degrees, the aircraft turned left. My planner took over all co-ordination phone calls to D&D and other sectors and to the ATSA's to have a re-route processed through NAS. I turned the aircraft further left on a heading and asked for POB and if any further assistance was required. I ascertained whether the pilot was ready to change frequency as he approached the edge of my airspace and transferred them to DCS on 135.855 Supplementary 09/01/14: During the cruise, a developing low rumble was heard by all the crew. Investigation did not determine the source. All engine and electrical parameters were

201308424	12/07/2013	12:33	KSFB (SFB) [SFB]Orlando,Fl/Orlando Sanford Intl	En route	Other			390	PAN declared due to First Officer's instrument display blanking out followed by ten EICAS messages. Fuel jettison system failed. Aircraft returned.	ECL for the EICAS messages failed to resolve or correct any faults. All monitoring by the First Officer was carried out on a cross flight deck basis using the Captain's instrument displays. Decision was made to return to destination. Maintrol consulted and PAN was declared at the instigation of ATC. Aircraft required to dump fuel en route however fuel jettison system failed. Decided to burn fuel in the hold before carrying out a precautionary landing. □ CAA Closure: The aircraft returned due to a latent trip command stored in the BPCU (Bus Power Control Unit) NVM (Non Volatile Memory). The BPCU stores the trip status of both primary and secondary controlled contactors in its NVM, however the LH and RH BPCU NVM is not synchronized for contactor trips. Boeing believes that the BPCU entering failsafe is not a safety concern, however it was recommended that the BPCU operational tests be performed to ensure no latent trip commands for dual controlled contactors are stored in the BPCU NVM. To date there have been four BPCU logic failsafes since the type entry into service. This is the first event that also had the latched protective trip state in the secondary controller. Workshop strip reports for the two removed BPCUs state that no faults were found. Based on the
201316744	23/12/2013	22:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)	EGSS (STN): London/Stansted			Go-around flown and aircraft diverted due to strong crosswinds making the approach unstable. Low fuel on reaching diversion airport MAYDAY declared.	MAYDAY was declared on approach to diversion airfield due to low fuel state and after having been instructed to hold despite a previous PAN call for low fuel. Various ECAM warnings were received associated with low fuel level. Shutdown fuel 880kg. □ Supplementary 24/12/13: □ The aircraft was a weather diversion. After being advised there would be a delay in the short he declared a PAN and shortly upgraded this to a MAYDAY.
201314729	13/03/2013	13:45	EGTE (EXT): Exeter	EGTE (EXT): Exeter	EGTT : London (FIR)				PAN declared due to lightning strike. Aircraft returned.	Both pilots saw a strike to the nose and the EWO reported a bright flash on the RH side of the aircraft. All engine and displays were normal except for an unusual noise that appeared to be coming from the area around the nosewheel. PAN declared and aircraft returned. Fly past tower inspection was carried out at 300ft and no visible damage was reported.

201306087	28/05/2013	15:54	Other	EGNR : Hawarden	EGTT : London (FIR)				PAN declared due to undercarriage problems on initial climb. Aircraft returned.	Aircraft requested to stay in the local area to try to resolve the issue. After recycling the undercarriage, the pilot informed the controller the undercarriage was now fully locked down and wanted to make an approach to land. Aircraft landed safely. Fire services attended.
201312586	03/10/2013	02:30	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGLL (LHR): London/Heathrow			PAN declared due to fuel state.	On a CATIII approach at 500ft in worsening weather conditions aircraft 'NO AUTOLAND' annunciated. Go-around flown and aircraft diverted. En-route to diversion weather deteriorated, being unsure of the autoland capabilities the decision was made to route to a diversion with acceptable weather conditions and declare a PAN due to concerns over fuel state. The aircraft landed with above company minimum reserves. During post landing checks it was discovered that the aircraft had sustained a bird strike to the RH wing. It is not known where the birdstrike occurred.
201313210	15/10/2013	11:49	EGBM : Tatenhill	EGGP (LPL): Liverpool	EGTT : London (FIR)	EGGP (LPL): Liverpool		90	MAYDAY declared due smoke in the cockpit.	Suspected electrical smoke in the cockpit from the MFD area, with MFD brightness significantly reduced. Checklists carried out iaw SOPs. After declaring MAYDAY, aircraft diverted and landed with fire services in attendance. After landing an engineering inspection was carried out and the symptoms could not be recreated. The aircraft was ferried VFR to maintenance base with MFD disabled as a further precaution.
201400312	08/01/2014	07:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency during disembarkation.	After arrival during deboarding a passenger collapsed and appeared to be fitting after stepping on to jetty. Cabin crew gave first aid and requested we obtain medical assistance. First officer attempted to use jetty phone to dial for assistance but phone was inop. Atc contacted and Pan declared on 121.7. Company informed via 131.55 Paramedic attended and passenger treated. TRM advised us that all jetty phones are inop - those at the jetty control panel - although they are not labelled as inop. This led to a (short) delay obtaining assistance.

201300942	29/01/2013	07:00	EHAM (AMS): Amsterdam/Schiphol	EGSH (NWI): Norwich	EGTT : London (FIR)				A/c reported undercarriage defect in initial climb post maintenance revenue flight. PAN declared and a/c returned with main undercarriage doors down.	Once a/c on stand it was reported to engineering that there was a 'RH Main LG' alert after gear up selection. Alert procedure followed giving 'RH MLG door' after down selection. Alt landing gear procedure applied in accordance with alert procedure and checklist. It was at this time that another engineer requested that the main landing gear ground servicing handle was checked for position. It was discovered that the main landing gear maintenance/servicing handle was in the ground position. □ CAA Closure: It was found that the main landing gear test valve had been left in the ground position following maintenance. This valve allows the gear to be functioned by using the aircraft hydraulic pumps in the event of a hydraulic rig not being available. Following discussions with the engineer, the organisation stated that there were no time pressures on this particular check and the engineer forgot to restore the handle to the "flight" position. The reason for selecting the valve in the first place was due to the rig not being available at the time. Upon review of the workpack, there is no allocated space on the relevant job card to indicate that the valve has two positions. The job card has been amended to include a line for
201301353	09/02/2013	07:53	EGKK (LGW): London/Gatwick	KUNAV	EGTT : London (UIR)			280	A319 cleared to descend FL150. PAN declared due fuel vapours in the middle of the cabin.	After parking fire service entered the cabin and confirmed the smell and after a quick inspection left without performing any action. SR technicians attended and detected a strong smell of fuel was coming from overhead lockers (8DEF). After further tests a/c was released for service approx six hours later. Captain and engineer suspect a dangerous goods incident.

201304154	19/04/2013	17:55	EGWU (NHT): Northolt	LAM	EGTT : London (FIR)	EGGW (LTN): London/Luton		150	Northolt runway availability confusion. CRJ unable to accept operating runway due flap problem and tailwind.	The LTCC MATS Pt2 contains procedures for Westerly and Easterly runway operations at Northolt. For Airways inbound to Northolt, the required use of the opposite runway at Northolt will place restrictions on Heathrow operations and would only be agreed in exceptional circumstances. The CRJ pilot seemed to be unaware of the procedures at Heathrow and Northolt and had not contacted Northolt earlier to request an alternative approach. It was unclear what the severity or implication of the stated flap problem was but the pilot did not declare a PAN or emergency whilst inbound to Northolt. The CRJ pilot decided to divert to Luton and subsequently declared a PAN. □ CAA Closure: The Northolt UK AIP entry states that runway direction is dictated by Heathrow, a tailwind component may be experienced on occasion and aircraft unable to complete an approach to the duty runway with a tailwind component should notify Northolt Director at the earliest opportunity.
201302392	07/03/2013	18:15	EGSC (CBG): Cambridge	EGSC (CBG): Cambridge	EGTT : London (FIR)				PAN declared due partial primary flight display and navigational panel failure.	Emergency services alerted and a/c returned to fly a procedural ILS approach.
201302242	01/03/2013		GCLP (LPA): Las Palmas/Gran Canaria	ESPA (LLA): Lulea/Kallax	ESAA : Sweden (FIR)	EGCC (MAN): Manchester/Intl			PAN declared due to right AC bus failure.	At 800ft on take-off loud clunk heard followed by EICAS cautions and multiple messages. Only upper EICAS available. Systems briefly recovered following QRH actions but tripped again. Engineer on board was requested to check all circuit breakers in the flight deck and galleys of which all five had tripped. A/c diverted.
201309073	20/07/2013	14:00	EGKA (ESH): Shoreham	EGKA (ESH): Shoreham	EGTT : London (FIR)				Engine failure during climb. PAN declared.	During climb at 700ft a noise was heard from the LH engine and ATC reported observing smoke from the same engine. As instructor took control of the aircraft a flame was seen for a brief period followed by dark black smoke. LH engine shut down, PAN declared and aircraft made a normal single engine landing with fire services in attendance.

201307620	27/06/2013	18:55	EIDW (DUB): Dublin	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			80	Flaps jammed after take-off. Aircraft returned.	During flap retraction selecting config zero flaps stuck between one and zero. Brief overspeed triggered. Aircraft entered hold to action drills. Config three successfully achieved for return landing with emergency services in attendance. ☐ CAA Closure: ☐ The flap / slat system became locked in the selected flight deck position probably due to an electrical signal fault from the corroded left wing interconnecting strut failure detection sensor. It is likely that this was an intermittent electrical fault as the flight crew were then able to carry out a normal Flap 3 landing. Flap interconnecting struts are currently going through a repair and modification programme to ensure compliance with EASA AD 2012-0012. During this process any strut deterioration and its adjoining parts are evaluated and repaired. This aircraft is not within the applicable range of part numbers affected. There is however a scheduled maintenance task to inspect the condition of the struts every C check (20 months), this task was last performed on February 2012. This is the second similar incident on the type in recent months. Engineering Services will continue to monitor for any further occurrences and take action as
201307526	25/06/2013	19:05	EGLC (LCY): London city	EGLC (LCY): London city	EGTT : London (FIR)	EGKB (BQH): Biggin hill			MAYDAY declared due to precautionary engine shutdown.	Pilot shut down one engine due to low oil pressure and was diverted. The aircraft landed safely.
201306821	09/06/2013	11:19	EGGP (LPL): Liverpool	EGGP (LPL): Liverpool	EGTT : London (FIR)				PAN declared due to misfiring engine. A/c returned.	Departing a/c reported engine misfiring. PAN declared and a/c returned. Engine stalled on runway but re-started and taxied to parking area. Investigation found that two spark plugs had lead fouled electrodes and the RH magneto was found to be intermittent. The magneto and spark plugs were replaced with serviceable parts and engine ground runs carried out. Air test found satisfactory.
201304805	02/05/2013	14:50	EGSS (STN): London/Stansted	En route	EGTT : London (FIR)			400	MAYDAY declared due to flight crew illness/incapacitation.	Captain (who was undergoing line training) became unwell during the cruise. He suffered from sickness and required oxygen. He returned to the flight deck with a cabin crew member available if he required any assistance. MAYDAY declared for a direct routing. Pilot made significant improvement during approach.
201301505	13/02/2013	18:25	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			250	PAN declared due to suspected flight control problems.	A/c had pressurisation problems earlier in the flight which had been resolved. A/c then declared PAN with suspected flight control problems after having had heavy vibrations.

201310564	17/08/2013	10:01	EGTC : Cranfield	EGTC : Cranfield	EGTT : London (FIR)				PAN declared due to severe control difficulty.	At top of climb, the pilot pushed the control column forward to speed up and level for the cruise then discovered that, whatever position the trim wheel was put in, the aircraft continued to climb. Trim was recycled several times with no effect and a nose up attitude prevailed. A PAN call was made and the pilot managed to stabilise the aircraft and make a direct return.
201310917	29/08/2013	09:14	LHBP (BUD): Budapest/Ferihegy	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared and aircraft returned due to engine malfunction shortly after take-off.	Just after clean up, ECAM 'Eng2 EGT over limit' illuminated, accompanied by several banging noises. A slight swing was felt due to the loss of thrust on nr2 engine. ECAM actioned and SID continued to 6000ft. PAN was declared and decision made to return. Overweight landing checklist commenced and decision made to leave nr2 engine at idle and carry out a single engine approach and manual landing. Emergency services attended to inspect exterior of engine after vacating the runway. No damage or fire seen so aircraft taxied to stand. □ CAA Closure: □ The cause of the reported surges and over temperature events have been identified as a single Stage 7 blade failure. The HP Compressor did not display any signs of a Titanium Fire although there was considerable damage to the following stages of Blades and Vanes. Secondary damage was visible to the OGV Ring and the Stage 1 Turbine Blades, all of which have been replaced with new. Blade gapping optimization incorporated at production and re-introduction of damper wires on Select One engines.
201310720	24/08/2013	13:10	EGBB (BHX): Birmingham	En-route	LFRR : Brest (FIR)	EGJJ (JER): Jersey, Channel Is.		350	PAN declared during the cruise due to door open indication. Aircraft was diverted and landed safely.	Upon arrival, an engineer inspected the door and found the handle was not fully closed.
201311722	14/09/2013	09:54	United Kingdom	North Sea	EGPX : Scottish (FIR)				Gearbox chip warning. PAN declared, aircraft returned.	Master caution illuminated together with 'Input Chip Number 1' warning. Emergency checklist consulted and actioned. PAN declared and aircraft returned to base with no further incident. Taxied to stand with fire service in attendance. Input module assembly replaced.

201302747	14/03/2013	07:15	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Problem with flaps reported to ATC. PAN declared.	Approach delayed while flap problem was being resolved. Once ready to make approach PF advised he thought the problem was addressed but he might be fast on approach and requested services on standby. A/c landed safely.
201308117	07/07/2013	23:20	LGZA (ZTH): Zakinthos	En route	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		300	PAN declared and aircraft diverted due to electrical burning smell in forward galley.	QRH actioned and decision made to divert. Overweight landing carried out and the aircraft was met by fire services who inspected the aircraft and confirmed the smell, no fire was found.
201316730	23/12/2013	23:00	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGSS (STN): London/Stansted			Go-around flown and aircraft diverted due to severe weather. Momentary flap overspeed warning during go-around.	During the Severe weather conditions into destination we attempted an approach with the winds just within limits for landing. Several Aircraft ahead had made a Go Around however due turbulence and Shear. After becoming visual I decided to elect to continue as the conditions seemed manageable at this point. We were in selected speed due to Managed speed with GS Mini being well up to flap limiting speed and with the Moderate Turbulent conditions this would have meant a most probable overspeed during the approach. Passing 500' the Aircraft was stabilised still at this point with the Autopilot OFF. Very shortly after this the Aircraft became progressively unmanageable and the Winds were increasing sharply so I elected to Go Around. During the Go Around although NO positive Aircraft Windshear warnings were shown we encountered fairly significant amounts of Windshear and this at one point sent the Speed very quickly forward towards the Flap limiting speed. We had a very brief Master Warning of an Overspeed that showed itself for merely a second or two whilst I progressively pulled further back on the Side stick before engaging the Autopilot. Myself and the FO both feel confident that it went less than 10kts into the
201312073	21/09/2013	18:30	EGLL (LHR): London/Heathrow	LLBG (TLV): Tel-Aviv/D. Ben Gurion	LLLL : Tel-Aviv (FIR)				PAN declared due to hydraulic failure.	ECAM caution 'sys y low qty' fluctuated on and off during take-off roll. Take-off continued and ECAM disappeared. In climb quantity observed to be just above amber range and decreasing. Approx 20mins later ECAM 'sys y low qty' seen again. ECAM actions completed and flight continued. PAN declared for landing with fire services in attendance. Aircraft able to taxi to stand normally. Engineering investigations found a leak from the nr2 engine pump pressure switch.
201301492	12/02/2013	13:10	LIPY (AOI): Ancona/Falconara	En route	EGTT : London (FIR)			240	PAN declared due to smoke in cockpit. A/c returned.	

201303614	07/04/2013	19:20	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			250	PAN declared due to Captain's windshield cracked and shattered.	A smouldering burn was seen arcing through the windscreen as the crack appeared. QRH actioned and it was ascertained that the inner shield was still intact. A priority landing was given and the a/c landed safely.
201301827	21/02/2013	14:50	EGSH (NWI): Norwich	En route	EGTT : London (FIR)				Engine chip warning indication. PAN declared with diversion.	
201303252	28/03/2013	11:44	KSFO (SFO) [SFO]San Francisco, Ca/San Francisco Intl	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				MAYDAY declared due to engine malfunction.	Just after take-off, on retraction of landing gear, loud noise and vibration from nr3 engine. Engine idled and vibration reduced. It became apparent that there was severe damage to nr3 engine. Flight crew decided to abort flight and jettison fuel to just below max handling weight. □ CAA Closure: After take-off at 485ft RA, high fan vibration from nr3 engine 5.0 units. At 5300ft, thrust lever reduced to idle 40% N1, fan vibration 0.65 and nr3 thrust lever remained at idle for rest of flight. The aircraft was climbed to 10000ft and fuel dumped down to a landing weight of 273.8t. Aircraft returned and a normal approach and landing was made. Birdstrike confirmed to nr3 engine and all fan blades found damaged. Work is on-going to raise awareness of the potential impact of bird strikes with flight crew, emphasising that if the birds are visible and pose a potential threat it is preferable to delay take-off and request bird-scaring. Increased guidance is being incorporated into the Operations Manual and a change of policy with regards to assuming damage on take-off issued on the Airbus fleet. A working group involving Rolls Royce, OEMs and other operators is being initiated to look at further bird strike mitigation.
201316567	21/12/2013	10:20	EGLL (LHR): London/Heathrow	EINN (SNN): Shannon	EISN : Shannon (FIR)			370	PAN declared due to passenger medical emergency.	Expeditious approach and landing. Paramedics met the aircraft on arrival.
201305097	09/05/2013	11:24	EGPB (LSI): Sumburgh	EGPA (KOI): Kirkwall	EGPX : Scottish (FIR)	EGPA (KOI): Kirkwall			MAYDAY declared due to cargo door warning.	Cargo door warning with master caution sounded, cabin altitude rising rapidly. Oxygen masks donned, emergency descent initiated and MAYDAY declared. During descent immediate diversion requested. MAYDAY downgraded to PAN call. Cargo door main handle shaft spring found to be broken. Crew had recorded an event in the Tech Log concerning the cargo door the previous day.

201311477	08/09/2013	21:05	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to flaps failing to deploy and low fuel.	On approach passing 3000ft instructed to reduce to 160kts. PF (CM2) called flap 2, PNF (CM1) selected. Slats moved to position 2, flaps failed to deploy leading to ECAM warning. Approach discontinued and given radar vectors in lieu of a hold whilst ECAM procedures attempted. Attempted to recycle several times, all the time ensuring a safe flying speed, subsequent attempts to deploy resulted in different flap configurations being achieved. At no time was aircraft able to achieve more than flap 2. Selected config 3 which resulted in slat 2, flap 2. Flight crew decided at this point to leave aircraft in this configuration and land, CM1 elected to take control and carry out landing due to non-standard configuration. QRH consulted for landing performance and speeds. ATC informed and cabin crew given NITS brief, instructed to prepare for a precautionary landing in 5mins and to carry out brief with each other via interphone as cabin was already secure at this point. Passenger PA made, vectored for approach and requested sterile runway due to increasingly low fuel situation. PAN declared as a precaution. Approach and landing uneventful. After landing vacated runway and submitted to inspection by fire
201308178	05/07/2013	11:30	EGBT : Turweston	EGBT : Turweston	EGTT : London (FIR)				UK Reportable Accident: Gull-wing door opened and detached. Aircraft landed safely. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The aircraft's gull-wing doors were closed during pre-flight preparation. However, the pilot reported that he did not turn round to check that the rear securing pin was properly engaged to ensure door locking. Nothing unusual was noticed during takeoff until the aircraft was passing a height of 300ft, at which point the pilot's door opened and, after about four seconds, detached from the aircraft. As the door detached, it struck the port wing trailing edge, causing superficial damage. The pilot made a 'PAN PAN' call and returned to a normal landing at Turweston. He attributed the loss of the door to his failure to carry out a visual check for correct engagement of the rear locking pin. AAIB Bulletin 09/2013, Ref: EW/G2013/07/03.
201308228	09/07/2013	14:10	CYYZ (YYZ): Toronto/Lester B. Pearson Intl,Ont.	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Abnormal flap indication. Aircraft returned.	EICAS 'LE flap asym' after take-off with flaps indicating not fully retracted. Aircraft climbed to safe altitude for diagnosis. Fuel jettisoned and aircraft returned for flap 20 landing. PAN declared for high speed approach and landing.

201313955	30/10/2013	08:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				Fuel emergency.	PAN declared due to holding time and fuel state. □ Supplementary 04/11/13: □ Flight planned with Reduced Contingency Fuel (RCF) to land with 5.4T. Fuel burn was greater throughout the flight and thus was lower than planned. Crew elected to continue towards destination despite fuel being less than required at. On arrival, below CMR was discussed and agreed due to CAVOK WX. Nevertheless, Ops & ATC informed that we had minimum fuel, they tried to accommodate us but later told us delays had increased to 10-15mins. I decided we did not have enough fuel to hold for 15mins and land with final reserve, thus I declared a PAN.
201400301	09/01/2014	18:30	EGUN (MHZ): Mildenhall	MCT	EGTT : London (FIR)			210	MAYDAY declared due to nr2 engine shutdown.	Military aircraft reported shutting down number 2 engine during cruise and declared an emergency. When queried he stated MAYDAY. A/C was instructed to squawk 7700 and was eventually handed over to London Mil East.
201400339	10/01/2014	03:56	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			380	PAN declared due to passenger medical emergency.	Doctor on board assisted with the patient and paramedics met the aircraft on arrival.
201400509	15/01/2014	05:16	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			380	Cargo bay door warning. PAN declared.	Aircraft declared PAN. Reported that a cargo bay door warning was showing and that they wished to stay high for as long as possible as the pressure change could open it if it was an actual problem. TC informed and a late descent approved. Transferred to TC with no further problem. □ Supplementary 16/01/14: □ Just prior to top of descent an EICAS message 'Door Bulk Cargo' indicated. The checklist was actioned and it advised if pressurisation was normal that the door was closed, possibly held by differential pressure. We were expecting approx. 15 minutes holding. We considered that delaying landing at low level with low differential pressure was unwise in case the indication was genuine. We therefore opted to declare a PAN call at 05:15 and request an approach without delay to minimise time with low differential pressure on door. We consulted with maintrol and ops control and technical manuals. We advised the CSD and crew but felt it unnecessary at that stage to advise passengers or carry out a formal NITS briefing. ATC were advised of the indication and our reasoning for avoiding unnecessary time below 10000. When we handed over to tower I realised a 'local standby' had been put

201402434	28/02/2014	15:25	EGSC (CBG): Cambridge	EGUW : Wattisham	EGTT : London (FIR)	EGUW : Wattisham		140	MAYDAY declared due to smoke in cockpit.	I was on duty as Approach radar controller at approx 1525 when I noticed a 7700 squawk coasting in east abeam, mode C indicated this a/c was descending out of FL 130. At this stage I believed the a/c had either miss dialled his transponder or would continue beyond as we have seen before. I was then called by TC East who positively identified the 7700 squawk to me, aircraft who had 'declared an emergency with strong smell of burning in the cockpit' and was requesting diversion. TC east confirmed the a/c had declared Mayday, I advised them that we were using RW 05 and they then transferred the a/c to approach on 125.8. Whilst this was taking place the supervisor info'd ADC of the inbound. Continued to descend rapidly and was obviously self positioning for R/W 05. The a/c eventually called me with the RW in sight approx 3nm final. I was already in contact with ADC and was able to immediately clear aircraft to land. I also managed to pass QFE and QNH and elicit there were 2 persons on board. Aircraft landed safely and eventually called me for taxi instructions at which point I transferred him to ADC on 122.1 On attending the a/c fire crews confirmed a strong smell of burning electrics in the cockpit. Supplementary 28/02/14: Inbound aircraft reported smoke in the cockpit when instructed to resume own navigation. I vectored the
201402165	23/02/2014	11:10	EGLL (LHR): London/Heathrow	En route				370	PAN declared due to passenger medical emergency. Expeditious approach made. Paramedics attended aircraft on arrival.	
201402137	21/02/2014	09:30	GCTS (TFS): Tenerife Sur-Reina Sofia	En route	EGTT : London (FIR)	EGTE (EXT): Exeter			PAN declared and aircraft diverted due to passenger medical emergency. Overweight landing carried out.	Paramedics met the aircraft on arrival. Overweight landing checks carried out by engineers before refuelling and departure.
201404739	18/04/2014	16:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.

201400721	22/01/2014	14:45	EGGW (LTN): London/Luton	EGNR : Hawarden	EGTT : London (FIR)				MAYDAY due to nr1 engine failure and associated oil leak. Aircraft returned.	Aircraft departed off Rwy 22 and as the aircraft was transferred to Scottish Control I was informed by Scottish that the pilot had declared a Mayday with an engine failure and was returning. All relevant agencies were involved and a full emergency was declared. I was given operational control of the aircraft and the airspace was delegated to me to use as required. I instructed the pilot to squawk Mayday and he informed me he needed to hold for approximately 5 minutes prior to recovery. After further checks, the pilot confirmed that number 1 engine had failed and it had an associated oil leak and that after landing he would require to vacate at Holding point D and then shut the aircraft down. The pilot requested an extended pattern for a radar vectored ILS approach to Rwy 22. The aircraft landed safely at 1526Z.
201400942	28/01/2014	09:10	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			380	PAN declared for an expeditious approach due to a significant water leak in forward galley area.	Aircraft declared a PAN on S9 frequency at approximately 0910z due to a major water leak into the avionics of the aircraft. The aircraft requested as direct routing as possible but stated that there were no difficulties in the handling of the aircraft. D and D were informed along with appropriate agencies. Aircraft instructed to squawk 7700 to enable expeditious handling across TRA002. □ Supplementary 11/03/14: □ Significant forward galley flood. Cabin crew noticed significant leak from forward toilet. Water continued to pour out at high rate despite operation of shut off valve. Forward galley significantly flooded to a depth of 3 inches into passenger cabin, forward to flight deck door and across whole galley including electrical bay hatch. Repeated attempts to operate shut off valve in toilet failed to stem flow rate. By way of concurrent activity blankets were placed in the forward galley area with particular emphasis on protecting the hatch to the electrical bay. Flow of water was eventually stopped by removing the shroud and operating the shut off valve behind the shroud. Consideration given to diversion, should water leak continue. Ultimately PAN declared requesting expeditious but unhurried radar vectors to destination.
201302682	09/03/2013		EGHF : Lee-On-Solent	EGCN : DONCASTER R SHEFFIELD	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD			PAN declared and a/c diverted due rough running engine.	

201310650	22/08/2013	09:30	United Kingdom	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)	EGPN (DND): Dundee (Riverside Park)			PAN declared due to ACARS failure. Aircraft diverted.	LVPs were in force around Aberdeen. Due to the autopilot failure the aircraft was attempted to be kept VFR by the controller.
201307494	25/06/2013	14:05	Unknown	EGSU : Duxford	EGTT : London (FIR)				PAN declared due to rough running engine. Aircraft returned.	Half speed wheel teeth found striped, magneto replaced. Engine ground run satisfactory.
201307716	30/06/2013	15:55	EGTK (OXF): Oxford/Kidlington	EGLW : London (Westland Hel)	EGTT : London (FIR)	EGLW : London (Westland Hel)			Birdstrike to windshield. MAYDAY declared and aircraft diverted.	
201307764	28/06/2013	01:18	EGPF (GLA): Glasgow	EGPF (GLA): Glasgow	EGPX : Scottish (FIR)				Go-around flown following GPWS 'too low gear' warning. PAN declared on second approach due to gear indications.	Contacted engineering whilst in the hold and advised that with greens and no associated EICAS warning confirmed gear down and locked. No aural warning on second approach and uneventful landing. Faulty EGPWS unit needed replacing.
201308500	07/07/2013	05:50	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			90	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201400121	05/01/2014	13:00	EGLL (LHR): London/Heathrow	BIG	EGTT : London (FIR)			130	PAN declared due to passenger medical emergency. Oxygen administered. Priority landing given. Paramedics attended aircraft on arrival.	
201316625	22/12/2013		EIDW (DUB): Dublin	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		380	Flight crew illness/incapacitation.	First Officer complained of feeling unwell and lost consciousness briefly. Senior cabin crew member reported to flight deck to assist. Flight crew member placed on oxygen and recovered sufficiently enough to assist with flying duties. MAYDAY declared subsequently downgraded to PAN. Aircraft diverted for medical assistance.

201400273	08/01/2014	17:00	EGLL (LHR): London/Heathrow	En route				340	PAN declared due to passenger medical emergency. Medicine administered. Paramedics attended aircraft on arrival.	
201308586	14/07/2013	10:10	LFRD (DNR): Dinard Pleurtuit-Saint-Malo	EGJJ (JER): Jersey, Channel Is.	LFRR : Brest (FIR)				Aircraft returned due to violent vibration. Elevator appeared to be jammed and landing gear problems.	As landing gear raised violent vibration/short term pitching occurred. Elevator appeared to be jammed but pull force of 250lbs enabled level flight. Reduced power and extended flap to get nose up pitching moment. Slow climb to 200ft with continual 200lbs stick force required. ATC advised of intention to return. Gear selected down and only two greens but after 5mins RH gear locked. On arrival engineers found elevator trim tab jammed in full nose down and securing bolt between trim tab actuator and the aircraft control missing. Reporter adds that aircraft had recently returned from full overhaul and repaint. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> The elevator control restriction was found to have been caused by the disconnection of the elevator trim tab operating rod from the trim actuator. This should be secured by a bolt, washer, nut and split pin. The in-flight disconnection allowed the tab to hinge upwards and due to the differential control areas, load the elevator down causing the nose down input reported. The root cause of the trim tab operating rod disconnection of the bolt, washer, castellated nut and split pin could not be positively confirmed. The organisations internal report stated this was not
201307565	26/06/2013	15:25	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due landing gear system problem.	After take-off when landing gear retracted, definite vibration and buffet from front of aircraft. ECAM LGCIU 1 fault caution. Proximity sensor found to be the cause. Both nosewheels replaced due to reported vibration.
201304883	04/05/2013	16:33	EGGW (LTN): London/Luton	EGGW (LTN): London/Luton	EGTT : London (FIR)			100	PAN declared due to possible fuel pipe icing.	

201311271	04/09/2013	11:48	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/ ntl	EGTT : London (FIR)				PAN declared and go-around flown due to trailing edge flap asymmetry.	QRH actioned in the hold. As one of the flaps was stuck at 15 when the flaps were retracted, the gear warning horn sounded intermittently as the checklist was carried out. The approach and landing were flown successfully and the aircraft was stopped just after vacating the runway for fire service to monitor the brakes and follow to stand. CAA Closure: The root cause was identified as a faulty FSEU. The error was compounded by the first replacement also being faulty before a second replacement proved successful.
201303445	03/04/2013	11:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared after missed approach due to landing gear failing to extend.	Landing gear failed to extend at 1400ft. ECAM display showing 'LGCIU 1 & 2 failure'. Go-around performed and PAN declared. Landing gear gravitation procedure carried out on finals and gear extended with normal indications. Uneventful landing. □ CAA Closure: Engineering investigation determined that the fault lay with the landing gear control lever. The unit was replaced and the removed item was sent to OEM for repair and had been an original fit to the aircraft in 2001. The operator does not track the part as it is known not to suffer from reliability issues. If it fails, as in this case, the landing gear can be lowered manually and there is no additional practical maintenance task that could be added to the Maintenance Programme that would have detected this failure or prevented it occurring.
201314230	05/11/2013	17:35	EIDW (DUB): Dublin	EGCC (MAN): Manchester/ ntl	EGTT : London (FIR)	EGGP (LPL): Liverpool			MAYDAY declared due engine failure. Aircraft diverted.	Aircraft reported engine failure after take-off and being unable to climb. Upon landing the pilot reported brake problems and requested fire services inspection of undercarriage to check for overheated brakes and a suspected burst tyre. Aircraft stopped on runway and engines shutdown in order for brakes to be inspected. AAIB informed.
201305220	11/05/2013	14:27	LTBJ (ADB): Izmir/Adnan Menderes	EGBB (BHX): Birmingham	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			PAN declared due to lightning strike to nose on departure. Aircraft diverted due to little engineering cover at destination.	Damage to radome and RH winglet.

201316943	31/12/2013	05:00	EGLL (LHR): London/Heathrow	En route				400	PAN declared due to passenger medical emergency. Priority approach given.	Paramedics met the aircraft on arrival.
201307496	25/06/2013	12:32	KMSP (MSP) [MSP]Minneapolis, Mn/Minneapolis-st Paul Intl/Wold- chamberlain	En route	EGPX : Scottish (FIR)			320	PAN declared and aircraft returned due to mode control panel locked out resulting in degraded autopilot control.	ATC descended the aircraft and turned it onto a southerly heading. Pilot requested vectors as unable to navigate the STAR into Heathrow. Details passed to LACC and the aircraft was transferred.
201316814	28/12/2013	17:02	United Kingdom	Overhead Welshpool	EGTT : London (FIR)				PAN declared due to rough running engine, aircraft returned.	Aircraft was on frequency with FIS from 1644hrs en route at 4.0'. At 1702hrs the pilot declared a PAN with a rough running engine and requested if local airport was open for landing. The aircraft was maintaining its level with an engine speed of 24rpm. There was no answer from using the published number from the which also stated the airfield usually closes at 1700hrs. I passed this information back to the pilot. Another pilot on frequency stated that airfield was expecting him at approx 1745hrs and also passed to me the alternate telephone contact airport manager. There was no answer from this number, a message was left by us. I informed the pilot of this information. At this point I requested that he squawk 7700 and contact London Centre on 121.5. □ Supplementary 28/12/13:□ Aircraft called D&D on 121.5 after being transferred by London Information suffering a rough running engine. Aircraft unable to raise a diversion airfield on frequency. He subsequently requested a steer to departure airfield stating he had intermittent engine problems. The ac was given a steer and asked to report visual. When approx 12nm pilot stated that the ac was no longer showing any malfunctions but wished to remain on 121.5 until visual with the airfield.

201303876	13/04/2013	10:19	EGGD (BRS): Bristol/Lulsgate	EGGD (BRS): Bristol/Lulsgate	EGTT : London (FIR)				PAN declared. Fumes and mist/haze in flight deck and cabin after APU bleed selected on. Fire services attended.	APU shutdown and ground power selected, conditions slowly improved. Passengers disembarked. Fire services boarded aircraft and engineers called to investigate. □ CAA Closure: Engineers found de-icing fluid congealed in and around the APU intake and around the APU doors which was being ingested causing a haze/smell in the flight deck and cabin. There are a number of project streams already starting in preparation for the 2013/14 season and these include; Reviewing a technical modification to the APU inlet (lead time 2 years); - A weekly maintenance task to clean any residual de-icing fluid from the APU intake; Education of ground crews (de-icing operators), flight crew and cabin crew; Possible use of non-thickened fluid (Type 1) for the stabiliser to prevent ingestion, congealing and rehydration of the fluid as occurs now with Type 2/4 fluid.
201306382	03/06/2013	15:05	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			140	Differences displayed in a/c engine parameters during descent. PAN declared.	During descent at idle thrust a marked difference was seen in all engine parameters, fuel flow, EPR, N1, N2 and EGT. Neither engine approached or exceeded any limitations. Level off to FL150 requested, in level flight both engines equalised. Differences could have been one engine in ground idle and the other in flight idle. PAN declared as a precaution to obtain expeditious approach. Fire services requested to inspect engines after landing. All appeared normal.
201302795	15/03/2013	01:50	EGLL (LHR): London/Heathrow	ODALI	Turkey			400	Low speed event due suspected standing waves. Immediate descent accomplished to regain speed.	Due to proximity of other traffic beneath on TCAS a carefully managed turn and descent had to be accomplished. PAN declared to make ATC aware of the immediate need and the serious situation as crew had difficulty in making ATC aware that a/c was unable to maintain altitude. With slight wind direction change speed decayed into amber. Immediate turn and v/s descent accomplished to regain speed with throttles full end.
201309692	03/08/2013	13:30	EGLL (LHR): London/Heathrow	En route	OPKR : Karachi (FIR)			340	PAN declared due to ice crystal icing event.	PAN declared due to severe turbulence with wet ice being observed below the wiper. Tech Log for previous sector had also mentioned a similar event but with no location of timing of the encounter. Reporter suggests that this information would have been invaluable for the planning stage to consider a re-route.

201310664	23/08/2013	11:40	KMCO (MCO) [MCO]Orlando,FI/O rlando Intl	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				PAN declared due to LH engine suffering from severe engine vibration during departure. Aircraft returned to departure airport.	The aircraft dumped some fuel and successfully landed back at the departure airport. Upon inspection it was found that the rear fan blade was severely damaged. □ CAA Closure: □ Review of the FDR Data revealed that LH engine fan vibration indication reached 5 units at aircraft speed of 60kts and after reaching 97% N1, N2 vibration indication remained stable. Based on this information it is believed that the blade loss happened on the ground. Engine was removed and sent to overhaul shop for investigation where no mis assembly or other anomalies were noted at engine teardown. Shim check measurement on the LPT stage 6 blades within module level limits. Measurement an approximation since two tip shrouds missing and blades sent to the manufacturer with no issues noted. Failed blade confirmed to be continued time blade and inspection and the wear was found within serviceable limits at last shop visit. No tip shroud weld repair was performed at last SV. Blades will be sent for metallurgical cut up to understand material properties. There is a history of stage 6 LPT failures on GE90 engines and there have been four 94B events in 17,000,000 flight hours. Investigation of historical failures revealed significant localized blade interlock wear on failed blades. OEM is currently gathering
201310033	07/08/2013	09:10	EGLL (LHR): London/Heathrow	OERK (RUH): Riyadh/King Khalid Intl	OEJD : Jeddah (FIR)				Flap drive caution on departure. PAN declared aircraft returned.	EICAS caution on selection of flap 5. Outboard flaps affected, jammed in position. PAN declared, fuel dumped to landing weight, aircraft returned. Airport fire services in attendance. Aircraft had made an airborne return the previous day as a result of the same defect which had been investigated by engineering before departure. □ CAA Closure: The wiring inside the conduit adjacent to the left outboard TE flap RVDT was inspected and found that the insulation and screen was damaged on wire nos W4515-301-20R/-302-20B/303-20Y (ref WDM 27-58-32). In addition the left Outboard TE flap RVDT connector DM7891 was also found in poor condition and replaced.

201304374	24/04/2013	18:41	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to nr2 engine control issues.	High engine idle and unresponsive engine. QRH actioned and nr2 engine shut down in flight. A/c landed without incident with emergency services in attendance. Taxied to stand under own power. □ CAA Closure: Root cause could not be determined due to elapsed time and change of operator. The occurrence was reported by the previous operator of the aircraft and the current operator does not have the work package which was generated during the investigation. Engine changed.
201311638	12/09/2013	18:41	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			130	PAN declared due to an undiagnosed problem affecting multiple systems. Aircraft returned.	Aircraft returned for an overweight landing.
201314107	02/11/2013	19:25	EGNM (LBA): LEEDS BRADFORD	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			PAN declared and aircraft diverted due to LE slats disagree EICAS message.	On selection of flap 1, the master caution activated with the EICAS message. Crew maintained 5000ft and were given radar vectors while QRH was carried out. The runway was wet and there was a 5kt tailwind. The decision was made to divert and a PAN had to be declared in order to get acceptance at the diversion airport. PAN declared and the aircraft landed safely with emergency services in attendance. □ CAA Closure: □ During investigations the engineers were unable to reproduce the fault. Due to repeat defect of 'LE slat disagree', nr1 flap slat electronic unit (FSEU) was replaced but the removed unit's strip report was no fault found. These units are subject to the operator's Soft Life Programme and the MRO is currently investigating reliability enhancements with regular progress meetings being held between themselves and the Reliability Department. The aircraft will be monitored for future occurrences.
201311135	02/09/2013	16:26	LTBS (DLM): Mugla/Dalaman	En route	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		370	PAN declared and aircraft diverted due to hydraulic fluid loss.	EICAS message 'L HYD QTY' appeared with LH system quantity noticeable reducing. Maintrol consulted and decision made to divert. Flaps lowered using the alternate system and the aircraft was brought to a halt on the runway. Fire services inspected landing gear and the aircraft was towed to stand.

201305070	08/05/2013	10:00	OMAA (AUH): Abu Dhabi/Intl	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Flight controls felt heavy during roll and pitch. PAN declared and aircraft returned.	Maintrol contacted and due to history of flight control problems and crew elected to return. □ CAA Closure: The heavy flight controls event was caused by fluid loss from the control wheel damper assembly leading to wear within the damper and increased friction between moving parts. Damper replaced.
201311613	12/09/2013	07:35	EIKN (NOC): Connaught regional airport	EGKB (BQH): Biggin hill	EGTT : London (FIR)				PAN declared due to landing gear problems.	Flight crew reported problems with landing gear. PAN declared. Aircraft vectored into hold from where it returned for engineering assistance.
201311583	11/09/2013	13:55	EPKK (KRK): Krakow/Balice	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)				MAYDAY declared and aircraft returned following birdstrike on departure and potential engine damage.	During the final part of the take-off run, a small flock of birds rose up from the runway and passed very close to the RH side of, and below the aircraft. All engine indications and parameters were normal during the initial climb and the aircraft performance was as expected. Shortly afterwards, cabin crew reported a burning smell which also became apparent in the flight deck. ATC called to ask if ops were normal and the pilot informed them of a possible birdstrike. A diversion was recommended during a call to Ops, but during this call, the RH engine vibration gauge began indicating 2.5units so the decision was made to return to departure airport. The runway was in the process of being cleared so aircraft was given a vectored orbit. A passenger then reported seeing smoke and possible fire from the LH engine, flight deck were informed and as there were no fire indications a cabin crew member was sent to inspect the rear of the engine and a MAYDAY was declared. The aircraft landed safely and was brought to a halt on the runway with fire services in attendance.
201305077	08/05/2013	16:45	EGLL (LHR): London/Heathrow	En-route	Other			410	PAN declared due to Secondary Attitude and Air data Reference Unit (SAARU) failure. Aircraft was not RVSM equipped for approach. Normal landing followed.	

201305064	08/05/2013	14:26	United Kingdom	United Kingdom EGMT: Thurrock	EGTT : London (FIR)	EGMH (MSE): Manston (Civil)			PAN declared due to the RH landing gear problem. The aircraft was diverted and landed safely.	
201308547	12/07/2013		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			Diversion due to aerodrome incident. PAN declared during approach.	
201316837	29/12/2013	13:40	EGTK (OXF): Oxford/Kidlington	En route	EGTT : London (FIR)			Emergency declared and aircraft returned due to electrical failure accompanied by a burning smell in the cockpit.	At the time of the incident I was acting as combined ADI/APC controller. The aircraft was on a local detail to the west of the aerodrome. At 1340 the a/c called stating he had an emergency due to an electrical failure. The a/c was cleared to make a right base join to runway 19 and a Full Emergency was initiated using the crash alarm. Two fire vehicles responded and were positioned at holding point Charlie. The ATSA advised me that the operator on the Red Care line (which we use for calling in outside services) had asked if a response from non-airfield services was required. This was unusual as such a response is normally automatic for a full emergency. However, as the a/c was already on short final to land and no further problems were evident, I indicated no outside services were required. At 1345 the aircraft landed safely. The pilot indicated he was happy to taxi in as normal as 'the fumes have gone away'. Both fire vehicles followed the a/c down the runway and into parking. The incident was closed by the fire leader at 1350. □ Supplementary 28/12/13: □ Whilst in the cruise, the MFD failed completely (black screen) and almost immediately both crew noticed a strong electrical overheat/burning smell. An	
201302224	03/03/2013	21:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			PAN declared due to possible low fuel state.	After 15mins holding due heavy traffic, airport was suddenly closed to landing traffic for approximately 10mins. During this time a diversion was initiated due to the possibility of landing below fuel reserves. However, as the airport re-opened and further holding was expected at diversion airport a PAN was declared and the a/c landed at destination with 1200kg fuel, 100kg above reserves.	

201311060	31/08/2013		VIDP (DEL): Delhi/Indira Gandhi Intl	En route	Other			350	PAN declared and aircraft returned due to total loss of LH hydraulic system.	HYD QTY LOW L caution followed by HYD PRESS PRI L caution. Non normal checklist actioned and discussion with Maintrol to return. 21t of fuel jettisoned. Aircraft returned. LH thrust reverser failed to deploy on landing. Investigation revealed EDP internal failure, dumping fluid past shaft seal into cavity and then overboard. Some minor metallic debris in case drain filter.
201310789	23/08/2013	19:30	EGSH (NWI): Norwich	En-route	EGTT : London (FIR)	EGSS (STN): London/Stansted		150	PAN was declared due to flaps failing to extend. Aircraft diverted.	The pilot recycled the flaps but the failure persisted. The aircraft made an uneventful approach and landed safely. However, on landing the moderate to firm braking resulted in a 'brake overheat' warning. Fire services were called and advised of brake overheat and were requested to follow the aircraft to stand. Investigation under 201309955.
201304751	02/05/2013	07:20	LTBS (DLM): Mugla/Dalaman	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				MAYDAY declared and a/c returned due to stabiliser jammed and therefore autopilot unable to maintain altitude.	Autopilot disconnected and an overweight landing was made. On clearing the runway, it was discovered that the stab trim switches had been set to the cut out position. This was missed by both crew members during the pre-flight checks.
201305109	08/05/2013	11:57	EGPB (LSI): Sumburgh	En route	EGPX : Scottish (FIR)				Pressure Sensor Unit 2 (PSU2) failure, intercom and radio comms failure. PAN declared and aircraft returned	In cruise aircraft suffered a PSU 2 failure. QRH actioned and emergency drill procedure completed. PSU 2 did not recover so PSU 1 used as a reference. Simultaneously with PSU failure aircraft also suffered a total internal intercom failure together with inability to transmit or receive on any aircraft radios. During return co-pilot was regained use of radios and was able to transmit a PAN message to ATC. It was later discovered that ATC did not receive PAN call due to radio interference. Shortly before landing Captain regained use of radio but intercom remained unusable throughout incident. During shutdown it appeared that the main battery was not functioning and emergency battery was showing a 'flow light'.

201400066	03/01/2014	20:35	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)	EGLL (LHR): London/Heathrow			Go-around due high winds, diversion and PAN declared due to fuel concerns.	Aircraft had flown approach to destination and went around due to strong wind. Immediately elected to divert . At approx 10nm from touchdown aircraft declared PAN due to fuel concerns. □ Supplementary 03/01/14: □ Extra 700kg holding fuel uplifted for possible approach delays due forecast 30% probability heavy showers. This proved to be the case, with 8 minutes holding and extended radar vectoring for R/W26L consuming this extra fuel, so final approach commenced with approx 2.8 tons (CMR 2.6 tons). Unfortunately during final approach an active storm cell moved in from the south west towards the airfield. this resulted in tower wind speed reports rapidly increasing from the ATIS report of 220/14 to 230/25 gusting 53. In case of go around ATC approved straight ahead to 3000' to avoid the storm cell. Approach was continued in the hope of a lull in wind speed, but at 800ft' a windshear warning occurred, so a manually flown windshear escape manoeuvre was flown in considerable turbulence. Above 2000' this was converted into a go around manoeuvre, with a momentary nuisance configuration warning due to PF commanding 'gear up' before 'Flaps 20' during acceleration. After reaching 3000ft, at ATC request a
201316866	29/12/2013		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)		330	PAN declared due to passenger illness. Oxygen administered. Priority approach given.	Paramedics attended.	

201400304	09/01/2014	15:56	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to slats fault. Slatless direct law landing carried out.	The aircraft declared a PAN with a technical fault, stating they required more distance to touchdown and a faster approach speed as there was an issue with the flaps. Aircraft was vectored onto final approach with no speed control and the rest of the flight appeared normal.□ Supplementary 10/01/14:□ On the previous sector, the same fault had occurred but cleared with one recycle attempt. Engineers had attended on arrival but found no fault. On approach on this same fault occurred without clearing on recycle attempt. ECAM and QRH actioned. Crew informed of unusual approach speed / attitude. PAN declared, extended routeing and vectors requested. Slats remained at zero, flaps at 3, direct law after gear down and A/P disconnect. Uneventful landing performed. Inspection requested after landing, contact made with fire service to confirm no assistance required. We had pre-briefed the failure before descent so were able to land without undue delay. Aircraft has recent history of same fault but was found satisfactory by engineering.□ CAA Closure:□ The cause of this incident was a defective L/H No.2 slat actuator, which caused the torque limiter to trip and the slats to jam. There have been no further issues since this actuator was replaced. The removed actuator had been installed since the aircraft was
201401782	14/02/2014	20:40	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			PAN declared due to fuel shortage following delay and diversion caused by weather.	Due to extensive delays caused by storms and strong winds, the aircraft, having held for about one hour decided to divert. He made a PAN call declaring fuel shortage and was given no further delay to diversion airport.□ Supplementary 15/02/14:□ Approach with crosswind gusting 40kts across. Missed approach carried out. Multiple alternate airfields closed due to other aircraft diverting. PAN declared due to fuel state and aircraft diverted. PAN declared after missed approach. Due to fuel state PAN declared and aircraft diverted. Aircraft landed with minimum reserves plus 200kg.
201401959	18/02/2014	07:25	EGLC (LCY): London city	En route	EGTT : London (FIR)	EGSS (STN): London/Stansted		250	PAN declared and aircraft diverted due fuel emergency.	The aircraft was instructed to fly 270kts, to which the reply was they wanted to fly 250kts for operational reasons. This caused the DTY S controller workload to get the aircraft out of the way of other LTMA inbounds. On passing FL215, the aircraft called a 'PAN PAN, fuel emergency, need to divert'. TC was told and the aircraft transferred to them, as it was nearly in their airspace.

201400024	02/01/2014	19:35	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared on final approach due to fumes in flight deck and passenger cabin.	PAN declared due to fumes in the flight deck, pilots were on oxygen with masks and advised they needed no further assistance. Aircraft landed with no further incident. □ Supplementary 03/1/14: □ Strong smell of oily fumes on flight deck and at rear of cabin. Flight crew and two cabin crew at the rear used oxygen as a precaution. Pan declared at 10nm on finals for 27L. As it happened so late in approach oxygen used but no time to action fumes QRH. Stopped on taxiway and oxygen masks removed. Only a residual smell left. Cabin staff in rear galley reported strong fumes when securing cabin for landing. Crew reported feeling nausea and were instructed to don oxygen masks. Passengers appeared to be unaffected. Both rear cabin crew reported to hospital for medical checks. □ CAA Closure: □ The APU was removed and sent to the manufacturer for investigation. On initial inspection, black light was used to look for traces of oil in the bleed ducts and for any external leaks. No traces of oil were found. A borescope inspection was carried out looking for internal oil leaks or evidence of there having been oil leaks. Again, no traces were found. The APU was then test run. Black light was used during and after test and there was no evidence of oil in the bleed ducts or external oil leaks. Due to service wear, the
201311719	14/09/2013	15:00	LTAI (AYT): Antalya (Civ/Mil)	EGCC (MAN): Manchester/Int'l	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		210	Strong acrid burning smell emanating from nr3 oven. Diversion initiated. AAIB AARF investigation.	CAA Closure: □ Whilst airborne, shortly after the rear galley ovens had been switched on, a strong acrid burning smell was noticed emanating from the No 3 oven. The oven was switched off and associated circuit breakers opened. As the acrid smell became more intense a fire extinguisher was discharged into the oven and the aircraft diverted safely. The oven meal insert tray was damaged and too big for the oven. The oven pin, which prevents the insert tray from touching the exposed elements at the back of the oven, was also found to be bent. This allowed the oven insert to contact the exposed heating elements of the oven. Safety actions: The operator has identified a new insert which will be compatible with both of aircraft type ovens. AAIB Bulletin 03/2014, Ref: EW/G2013/09/08.

201312277	09/09/2013	11:30	EGDR : Culdrose	EGDR : Culdrose	EGTT : London (FIR)				No landing gear indications observed upon activation for landing.	Investigation found landing gear relay circuit breaker had popped and the ground safety hook had engaged. Safety hook manually unlocked and gear selector handle moved to the up position. Circuit breaker reset. Aircraft emergency declared. Subsequent gear down selection gave correct indications. Aircraft landed safely following gear check by the tower.
201316809	27/12/2013	13:40	EGKK (LGW): London/Gatwick	En route	LFMM : Aix-En-Provence (Marseille FIR)			200	MAYDAY declared and aircraft returned due to fumes and then smoke in the flight deck.	During climb, 'GEN 1' fault message appeared. ECAM actions were completed resulting in a successful reset. Shortly afterwards an acrid smell and strong fumes appeared in the flight deck and in the cabin. The decision was made to return and ATC were informed and a PAN was declared. Loss of power in the galley was also reported and the generator fault/reset was causing uncommanded cabin call chimes. The ECAM fault returned and the generator was taken off line and the APU started. The acrid smell grew more intense and the visible smoke entered the flight deck. Oxygen masks were donned and the PAN call elevated to a MAYDAY. ECAM actions completed and smoke dissipated but the fumes remained. The aircraft landed and had to await emergency services with no RT communications offered and language difficulties once contact was made. □ CAA Closure:□ Engineers found the Generator Control Unit (GCU) and the nr1 engine Integrated Drive Generator (IDG) to be unserviceable. Additionally, the IDG disconnect did not work when tested on engine runs after the initial fit of the replacement GCU. The engineers fitted another GCU and then changed the IDG and completed the TSM procedure and AMM tests. full inspection carried out of the area, engine, tray and
201401767	14/02/2014	08:20	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Passenger unwell but was being attended by a nurse and currently on oxygen. The situation remained stable for some time, but in the descent the passenger's health deteriorated. As a result, and to avoid any delay in arrival, the crew declared a medical emergency and PAN call with ATC. Approach and landing were uneventful. Medics met the aircraft on arrival. MOC called and Tech Log entry made in relation to use of two oxygen bottles.

201401963	18/02/2014	08:40	LPPT (LIS): Lisboa	En route		EGKK (LGW): London/Gatwick		0	PAN declared due to passenger medical emergency. On board doctor assisted. Oxygen administered. Aircraft had left UK airspace but subsequently returned and diverted.	
201312900	09/10/2013	08:09	Unknown	EGPM (SCS): Scatsta	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to smell of burning in cockpit.	Aircraft landed safely.
201402071	20/02/2014	11:10	United Kingdom	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				Autopilot failure PAN declared aircraft returned.	<p>Departing aircraft called a PAN at time 1110 with Autopilot Stabilisation issues. The a/c was given an immediate turn to return to the field for an ILS approach. □</p> <p>Supplementary 20/02/14: □</p> <p>Just after TDP caption "RP Trim" illuminated. Shortly after went out, aircraft continued with climb profile. At 600 feet caption reappeared along with AFCP fail AFCS fail RP trim. After complying with the emergency and relevant check list crew requested a return but were told that there would be a considerable delay and that they were number 14 in the queue and would have to take up the hold at Shrub. Since the aircraft was in an un-stabilised configuration and IMC the crew elected to call a PAN and asked for vectors for ILS. The aircraft continued to land without further complications after which the crew briefed the passengers. □</p> <p>CAA Closure: □</p> <p>Confirmed nr1 FDC indicating fault. AFCAU replaced but failed pre-flight test on start up and nr1 FDC still indicating fault. BBU (back-up battery unit) replaced and tested satisfactorily. No further reports following BBU replacement and considered to be a one-off failure.</p>

201301104	01/02/2013	12:00	EGGW (LTN): London/Luton	LTFJ (SAW) : Sabiha Gokcen	LTBB : Istanbul (FIR)			100	PAN declared due to passenger medical emergency. A/c returned and overweight landing performed. Engineering inspection carried out.	
201301361	10/02/2013	07:13	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			140	A/c in descent declared PAN due to multiple instrument failures.	All Captain's instruments including LH EFIS failure and upper EICAS failure. Triple autopilot failure. All flight deck and cabin lights rapidly flashing. Initially squawked 7600 for radio failure which was then changed to SOS. A/c unsure of flight level, showing FL147 on Mode C, Mode S not available. One VHF operational used to contact ATC and operations. A/c eventually indicated that issues had been resolved but maintained PAN. A/c entered hold for a short time and cancelled PAN status and made approach and landing. Problems beyond scope of QRH. LH generator had been selected off which resolved fault. □ CAA Closure: Investigations by operator and manufacturer found no faults with the electrical power system and no similar faults have been reported since. It is therefore considered that the LH generator control unit (GCU) failed to properly regulate the LH generator voltage and is likely to have been the cause of the incident.
201302190	02/03/2013	13:15	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)			200	PAN call due to predicted low fuel state following delays at destination and go-around due to preceding a/c on the runway.	Fuel below CNR.
201309750	04/08/2013	12:40	EGGP (LPL): Liverpool	EGOW : Woodvale	EGTT : London (FIR)	EGOW : Woodvale			MAYDAY declared due rough running engine. Aircraft diverted.	

201309793	05/08/2013	19:30	VHHH (HKG): Hong Kong/Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				Aircraft returned as unable to retract landing gear.	After take-off, the gear lever would not move beyond the 'OFF' position and the EICAS message 'Gear Tilt' was displayed. QRH actioned and fuel jettisoned to reduce to below maximum landing weight. Once the aircraft had landed, an inspection took place and it was discovered that the LH tilt sensor target bracket had been fitted incorrectly, preventing the gear from being retracted. Bracket removed and refitted correctly. □ CAA Closure: The root cause of the maintenance error was found to be a failure to follow the AMM procedure for the installation, adjustment and test of the right hand wing landing gear tilt sensor target support bracket. Contributing factors included additional oversight of other maintenance tasks at the same time. Bracket fitted correctly and Quality Alert Bulletin 10163930 issued to highlight the contributing factors and learning points related to the event.
201314005	30/10/2013	13:20	EHAM (AMS): Amsterdam/Schiphol	En route	EGTT : London (FIR)			90	PAN declared and aircraft returned due to vibrations and noise.	Approximately 10mins into the flight, a progressive vibration and unbearable noise became apparent through the airframe with the whole cabin shaking. Passengers and crew very concerned. Aircraft returned for engineering assistance and landed safely with noise and vibration remaining until engine nr2 shut down. □ CAA Closure: □ The commander asked the SCCM to pause the NVS (noise and vibration suppression) system but the SCCM explained that she had already tried this without success. The noise and vibration appeared to be getting worse, so as the cause was not apparent the Commander declared a PAN and requested a return. After an uneventful landing a single-engine taxi was carried out, with the noise and vibration continuing until the nr2 engine was shut down on stand. An engineering investigation was carried out, during which time low and high power engine runs were performed. Propeller vibration was measured and found to be well within the company limit. A visual inspection was made of the engine, components and aircraft fuselage for loose or missing panels with no defects found. However, when the NVS system was tested, numerous NVS actuators were found to be

201309384	28/07/2013	19:02	EGLL (LHR): London/Heathrow	LSGG (GVA): Geneve/Cointrin	LSAS : Switzerland (FIR)	EGLL (LHR): London/Heathrow		280	PAN declared and aircraft diverted due to P1 and P2 airspeed disagree.	<p>P2 noted erratic airspeed fluctuations on his PFD. On occasions the IAS display went blank. As soon as control was handed over both AP and ATHR failed and could not be re-engaged. The aircraft was in alternate law. QRH unreliable airspeed was actioned. P2 ASI appeared to return to normal however the P2 air data was switched to ADR 3 and ADR 2 switched off in accordance with the checklist as a precaution. Due to weather at destination a decision was made to divert under a PAN. During the attempted autopilot re-engagement it was noted that AP1 would not re-engage at all and AP2 would only latch on for half a second before disconnecting. During the approach large chunks of ice were observed detaching from the radome. No ice observed on the probe. □</p> <p>CAA Closure:□</p> <p>Temporary adverse effects of icing conditions on pitot probes is the most likely cause for this unreliable airspeed event. The Pitot icing issue is on-going with the Airworthiness authorities. It is expected that changes to European regulations concerning icing criteria will be finalised in 2014. A new Pitot design conforming to the new standard is expected to become for the manufacturer in 2016. SIL 34-084 should be followed for further events. The manufacturer Fleet Tech Review Meeting is currently treating the topic of Pitot icing in a detailed manner</p>
201309880	07/08/2013	08:40	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to hydraulic failure.	<p>EICAS message in cruise 'Hydraulic green reservoir low level'. ECAM drills carried out and PAN declared on approach. Aircraft landed normally but with no nosewheel steering, nr1 engine reverse inoperative and gravity landing gear extension used. Engineering investigation found a leak in the high pressure (HP) hydraulic line at the nr2 clamp, in the mid pylon area of the nr1 engine. The leak was due to chafing between the line and the clamp, with significant chafing also found at the nr1 and nr3 clamps. HP hydraulic line, bushes and damaged clamps replaced. Manufacturer aware and the operator has implemented additional inspections during the C Checks to check for any signs of chafing and if found to replace all four hydraulic lines.</p>

201311363	06/09/2013	10:30	Unknown	Unknown	EGTT : London (FIR)	Other (RAF Valley)			XMSN chip caption. PAN declared.	A momentary flicker of caption was observed by the handling pilot and the master caution illuminated. The caption extinguished before the handling pilot was able to identify it. The handling pilot checked the magnetic indicators adjacent to his left leg and observed that the lower of the three XMSN chip indicators had tripped. PAN declared and aircraft headed towards nearest land. During this process and the subsequent recovery, the XMSN chip caption flickered several times at one point illuminating for 20-30secs. Aircraft landed without further incident. Engineering investigation being carried out.
201314412	09/11/2013	07:11	EGBB (BHX): Birmingham	En route	TTZP : Piarco (FIR)			100	PAN declared due to minor hydraulic leak.	Aircraft reported a minor hydraulic leak and elected to continue to destination. □ Supplementary 11/11/13: □ Hydraulic quantities noted as normal pre-flight and right quantity above .90 lining up for take-off. Passing FL100 scan revealed right system around 0.85 so monitored during climb and observed to be falling steadily! Decided to continue towards first waypoint and when quantity 0.74 RF called Maintrol, on sat-phone, to discuss situation. They were happy with our decision to continue provided other systems operating normally. Also discussed whether to turn right pumps off and he thought that this was good idea and suggested a figure of 0.5. This occurred shortly after TOC and soon after both pumps switched off we got an EICAS "RT HYD QTY". Our thinking behind trying to preserve some fluid was that should we lose another hydraulic system then we could turn the pumps back on during an approach to either an ERA or at destination, the weather at all these being good and well above minima. We obviously discussed the situation at some length, during the flight, and decided that we would declare an emergency and give the ICM a NITS brief for a "precautionary"

201316688	23/12/2013	22:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGSS (STN): London/Stansted			Go-arounds and diversion due to weather and fuel state, PAN declared.	Cross winds at destination/ turbulence led to 2x go-around. After second go-around diversion as planned and advised to Ops. Diversion airfield required PAN to accept div App/Landing at diversion unlikely met SAC in various aspects, but a further GA would have further distressed passengers and resulted in identical approach but with additional Fuel Emergency.□ Supplementary 23/12/13:□ I was on duty as the WS when due to the weather conditions there was a considerable cross wind component at destinations that made landing virtually impossible. Between 2200 & 0130 there were 40+ diversions. The subject aircraft declared a fuel PAN as it diverted. Given that the weather was forecast I question why more flights weren't cancelled especially as many airports became full and unable to accept diversions except in emergency situations.
201400199	06/01/2014	09:15	Other	Inverkip	EGPX : Scottish (FIR)	EGEG : GLASGOW CITY HELIPORT			Fuel quantity indication display failure.	A flash of the master caution appeared with no caption and a few minutes later 'nr2 F QTY FAIL' caption illuminated. The associated contents display for nr2 supply tank disappeared. Although the contents of that tank had been noted (42kg) it was no longer possible to positively confirm how much fuel was in the tank or whether the tank was being replenished. A PAN call was made and the decision made to divert. On approach, the caption cleared so the aircraft continued to the nearby heliport and the PAN was downgraded. On landing, the caption once again illuminated and the contents display disappeared. Engineering assistance sought. Fuel sensor found to be contaminated with water/engine wash fluid. All fuel sensors cleaned and refitted. Function check of supply tank and main fuel tank sensors carried out iaw AMM 28-40-00,5-1. Ground runs carried out to check supply tank indication system and aircraft returned to service.□ CAA Closure:□ The root cause of the ongoing fuel contamination and indication problems remains the subject of investigation between the aircraft operator, engine and airframe manufacturers which is being conducted in response to MOR 201400807. This MOR is closed

201311816	16/09/2013	05:46	EGKK (LGW): London/Gatwick	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)			245	PAN declared and aircraft returned due to shattered windshield.	Aircraft dispatched under MEL with Captain's windshield heat inoperative. Windshield heat appeared to be working normally during climb. Passing FL245 for FL250 there was a loud bang and Captain's windshield shattered. ALT HOLD selected. Goggles donned and FO declared a PAN. Emergency descent carried out at a reduced speed. QRH consulted and DODAR carried out. Decision made to return. NITS brief given to cabin crew and further DODAR carried out and discussion whether to depressurise, decided against this so as not to increase workload and pressurisation was holding. Normal ILS approach and landing carried out by Captain with sufficient view through windshield. RFFS stood down after brief inspection. □ CAA Closure: □ The subject aircraft has a history of problems with the Captain's main windshield heating being inoperative and previous windshield replacements. The worldwide fleet has been reporting an increased level windshield premature failures to the non-structural outboard glass ply. The windshield vendor has conducted thermal shock tests on 40 consecutive windows to aid investigation with no failures. A subsequent failure analysis was conducted and identified vinyl pull chips as the root cause of failure. It is thought the pull chips are caused by a manufacturing anomaly during the
201401632	10/02/2014	15:20	EGCC (MAN): Manchester/Intl	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Medlink contacted. On board medically qualified passengers assisted and advised flight crew to continue to destination. Oxygen administered. Paramedics met aircraft on arrival.	

201402303	25/02/2014	11:10	GCRR (ACE): Arrecife/Lanzarote	EGGD (BRS): Bristol/Lulsgate	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate			Fuse links found sheared during overweight landing check.	Shortly after levelling in the cruise, the ICM informed me that he suspected one of the passengers was having a stroke. He made a PA for a doctor or paramedic to confirm this and assist. In the mean time I discussed with the FO suitable diversion aerodromes. As we were overhead a suitable airport it seemed the most suitable for a speed resolution. Having been told that the gentleman had all the indications of a stroke it seemed appropriate to divert immediately. A medical emergency was declared. ATC were extremely helpful and the aircraft was landed at 1139z. Ground handling, fire and paramedic services were excellent and the gentleman was taken away to hospital. Aircraft was landed at 92000kg so an overweight landing check was carried out whilst the aircraft was fuelled to continue the flight. The inspection revealed six fuse links behind the undercarriage had sheared rendering the aircraft AOG awaiting spares. The landing had appeared normal and this was confirmed by the FDM readings with a landing Vg of 1.4.□ CAA Closure:□ Data from Maintrol and feedback from the engineers performing the checks revealed that the broken links were found during the overweight landing check; however, they did not appear 'fresh' breaks. No other damage was found as a result of the overweight
201312920	08/10/2013	17:20	EGCF : Sandtoft	EGCF : Sandtoft	EGTT : London (FIR)	EGNJ (HUY): Humberside			MAYDAY declared due to pilot incapacitation.	D&D informed. The passenger had to take control of the aircraft and was directed to an airfield where emergency services were available. Rescue helicopter intercepted the aircraft to assist and the passenger (now pilot) was talked down by flying instructor on radio. The aircraft landed safely but veered onto the grass adjacent to the runway. Propeller damage and burst tyre. The pilot subsequently died.
201314801	17/11/2013	14:08	BIKF (KEF): Keflavik	En route	EGPX : Scottish (FIR)			370	MAYDAY declared and aircraft returned due to loss of RH engine.	Aircraft reported a problem with engine. I asked if he was declaring an emergency but pilot replied negative but wanted to divert back to departure airport. I gave him left turn direct and after a few minutes he declared MAYDAY, loss of RH engine. Descent clearance given and transferred.

201402180	20/02/2014		EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Medlink contacted. Oxygen administered. Expeditious arrival requested. Paramedics requested to meet aircraft on arrival.	
201308544	15/07/2013	07:05	EGCC (MAN): Manchester/Intl	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		130	Diversion due destination weather. PAN declared due to fuel state.	Visibility at destination below limits for landing. Decision made to divert if weather situation did not improve. During hold for diversion airfield 'LOW QTY FUEL' illuminated. PAN declared and aircraft given immediate vectors for an uneventful flap20 landing. Reporter highlights the lack of accurate fuel figures for diversion added to workload but appreciates this is a new aircraft type/operation.
201401599	08/02/2014		EGLL (LHR): London/Heathrow	En route				0	Passenger medical emergency. Medlink contacted. PA made for medically qualified professional. Aircraft continued to destination. Paramedics met aircraft on arrival.	
201404755	19/04/2014	16:56	EGHH (BOH): Bournemouth/Hurn	EGBJ (GLO): Gloucestershire	EGTT : London (FIR)				PAN declared due loss of oil pressure.	Pilot declared a PAN due to loss of oil pressure. Full emergency action initiated. The pilot elected to land runway 36 and did so without further incident.
201311793	14/09/2013	08:50	EGKK (LGW): London/Gatwick	LIRP (PSA): Pisa (Mil)	LIMM : Milano (FIR)				Birdstrike to nr1 engine on rotation. Aircraft returned.	PAN declared and aircraft returned with fire service in attendance. Damage found in bypass section and core of nr1 engine.
201305128	09/05/2013	22:35	EGCC (MAN): Manchester/Intl	En route	EGTT : London (FIR)			390	EICAS message 'LH engine overheat'. Checklist actioned, PAN declared.	A/c descended and continued to destination with engine at idle thrust.

201313562	22/10/2013	17:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to medical emergency. Pilot workload increased by reoccurring known defect.	PAN declared for medical emergency. Crew workload increased dramatically by erratic functioning of ACARS due to a known fleet wide malfunction of ATSU and Data link. Following the declaration of a PAN to ATC, the Captain spent quite a while trying to get ATIS information and communicate with OPS (Airport Centre) using ACARS. This only had limited success due to continued sporadic malfunctioning of this system. (It is a known fault on many aircraft which have been fitted with DCU - in anticipation of CPDLC introduction in the future). As a result the Captain remained 'out of the loop' having been forced into using VHF voice comms instead. The First Officer spent lengthy periods of time flying and communicating in the busy TMA whilst the Captain was using box 2. This problem was flagged up by the author in March 2013. It is a known defect and aircraft manufacturer are aware, yet seemingly unable to provide a timely fix.
201401316	30/01/2014	08:00	EGLL (LHR): London/Heathrow	En route				380	PAN declared due to passenger medical emergency. Medlink contacted. Medically qualified passengers assisted. Flight expedited to intended destination.	

201403177	17/03/2014	16:10	EIKY (KIR): Kerry (Farranfore)	EGHH (BOH): Bournemouth/Hurn	EGTT : London (FIR)			360	Smoke in the cockpit, PAN declared, aircraft returned.	Aircraft declared PAN due to smoke in cockpit. Aircraft returned. □ Supplementary 17/03/14: □ Aircraft had been at the maintenance facility for paint post SL560XL-53-17. The paint task was carried out at Sub Contractor's facility at the same airport. The aircraft departed and the crew experienced thick blue smoke as the aircraft reached FL360 which necessitated a PAN call to allow for the aircraft to reduce power to engines and descend to a safe level. The aircraft returned without further incident. On arrival at the facility a full de-brief of the crew took place, it was indicated that an acrid type smell was noted upon departure followed by the smoke at FL360. Maintenance staff, on entering the cabin arrival report that there was no noticeable smell or indication of smoke. EGR carried out with bleed air selected on, but maintenance staff were unable to reproduce any smoke in cabin/cockpit. The coalescer sock was removed and found very dirty and 'oily' to touch. The bleed air ducts downstream of the ECU also had evidence of an 'oily' substance. The sock and ducts were cleaned. No evidence existed of any residue upstream of the ECU. Investigation found that the dorsal fin ram air ducts that feed cooling air to the ECU were still masked up with masking tape post paint shop visit. The tape was removed and further
201306827	06/06/2013	11:47	Unknown	EGGP (LPL): Liverpool	EGTT : London (FIR)				PAN declared and a/c returned after RH engine misfired just after take-off.	A/c landed safely but during taxi back the LH tyre deflated.
201316777	24/12/2013		EGKK (LGW): London/Gatwick	En route				0	PAN declared due to passenger medical emergency. Medications and oxygen administered.	
201316668	24/12/2013	01:00	EGKK (LGW): London/Gatwick	WELIN	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			MAYDAY declared due to low fuel.	The aircraft had previously held waiting for Wx improvement at intended destination. Aircraft subsequently diverted.
201308490	13/07/2013	06:41	EGGW (LTN): London/Luton	En route	EGTT : London (FIR)			90	PAN declared due to pressurisation problem.	The aircraft was reported to have a leaking door seal causing the pressurisation problems. A straight in approach was given and a normal ILS approach carried out.

201308621	16/07/2013	11:15	EGKK (LGW): London/Gatwick	En route.	Other			380	PAN declared due to hydraulics system failure.	Green hydraulic system lost due to low fluid quantity. ECAM actions performed. PAN declared on contact with destination airfield. Emergency lowering of undercarriage in accordance with ECAM. Aircraft landed without further incident with fire service in attendance.
201400621	19/01/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency.	
201402289	25/02/2014	06:10	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			390	PAN declared due to uncontrollable cabin temperature changes causing the passengers some distress.	I was informed by the South T&P team that they had a PAN declared by the aircraft due to uncontrolled temperature changes in the cabin that was causing the passengers some distress. TC GS informed. □ Supplementary 26/02/14: □ PAN declared after Trim Air R failure lead to excessive cabin temperatures. In the cruise at FL390, the airflow in the flight deck changed suddenly and the temperature rapidly dropped. The Air synoptic showed that the Trim Air R Valve had closed but with no associated warning or EICAS message. The cabin temperature in alternate zones quickly increased to 33deg c and later to 36deg c. Maintrol were called on SAT phone and they could only suggest an air con reset and to cycle the trim air switch-both to no avail. Due to excessive holding on arrival and with a duty of care to the passengers, a PAN was declared to facilitate an expeditious approach and landing. Photos of synoptics taken and engineering asked to meet aircraft on arrival but nobody turned up.

201402347	26/02/2014	09:14	EGSC (CBG): Cambridge	EGTK (OXF): Oxford/Kidlin gton	EGTT : London (FIR)			90	Intermittent smoke from engine, PAN declared and aircraft returned.	I received a call from London stating that aircraft was returning having declared a PAN call with London. The aircraft came on frequency requesting a straight in approach. I approved a straight in and confirmed with the instructor that he had declared a PAN and requested the nature of the PAN. The pilot reported intermittent smoke starboard engine. Local standby initiated with Fire Services in position. □ Supplementary 26/02/14: □ First noticed regular puffs of smoke emitting from the No.2 engine (RH) Top Vent during the climb passing approximately FL60. All engine parameters were normal and so continued the climb watching the engine and gauges closely. At TOC FL90 the regular puffs continued and so I elected to declare a PAN and return. From this position I was able to make an uneventful straight in approach to the duty runway. At no time did I feel it was necessary to shut down the engine. On the ground, the Fire Crew in attendance reported that the IR sensor they used to check for fire showed the No2 engine to be hotter than the No1. At time of reporting operator is awaiting a maintenance report. □ Supplementary 27/02/14: □ Aircraft was joining controlled airspace on track climbing FL90. Before aircraft reached track point, the pilot reported engine trouble and informed me that he was returning immediately. The pilot was asked to
201306403	04/06/2013	08:13	EGPD (ABZ): Aberdeen/Dyce	EGPC (WIC): Wick	EGPX : Scottish (FIR)	EGPC (WIC): Wick			PAN declared due to engine chip warning on nr1 engine. Aircraft diverted for a safe landing.	The aircraft was routing to refuel before continuing to the oil rig in East Shetland Basin. The passengers disembarked the aircraft. Fire crews were present.
201302248	04/03/2013	17:56	EGGW (LTN): London/Luton	EHAM (AMS): Amsterdam/ Schiphol	EHAA : North Sea Area V (FIR-P)				A/c struck a flock of birds on take-off. MAYDAY declared. A/c returned.	After call 'positive climb-gear up' a flock of birds spotted out of front window followed by loud bang and vibration from nr1 engine. MAYDAY declared. Engine kept running as all other engine parameters were normal apart from high vibration of 9.9 units. Arrangements made for a return. On landing LH braking system failed. A/c came to a stop on runway where a/c was inspected by fire services. Passengers disembarked on runway. Damage subsequently found to engine fan blades, cowling and landing gear.
201301883	23/02/2013	00:24	EGAA (BFS): Belfast/Aldergrove	En route	United Kingdom			90	PAN declared due cracked left flight deck window.	During climb, ice was forming on the windshield. Heating selected to high and the element started to burn. Heating turned off and windshield cracked. PAN declared and a/c returned. Full emergency called by Tower.

201310702	24/08/2013	11:23	LFMN (NCE): Nice Côte-d'Azur	En route	EGTT : London (FIR)			280	MAYDAY declared due to decompression.	ECAM 'Cabin Excess Alt' warning received. Aircraft levelled off for troubleshooting. This was shortly followed by master warning 'Cabin Excess Pressure', the cabin altitude was showing 9500ft. Pilot initiated an emergency descent and both flight crew members donned oxygen masks. Aircraft descended to FL100 after QRH actions carried out. Decision made to return. Pressurisation under control so emergency downgraded to PAN. A crack was found at the LH pack reheater to condenser. A leaking sliding coupling between the condenser and heat exchanger was also found on pack one. Aft cargo door seal was found to have been fitted with the wrong orientation.
201307064	17/06/2013	16:50	EGLD : Denham	EGHI (SOU): Southampton	EGTT : London (FIR)	EGHI (SOU): Southampton			MAYDAY declared due to rough running engine.	The aircraft was diverted and landed safely but lost engine power upon landing. The fire services were in attendance who towed the aircraft to stand.
201311357	28/08/2013	06:45	EGDR : Culdrose	EGDR : Culdrose	EGTT : London (FIR)				PAN declared due to smoke detector activated in flight.	No evidence of fire or smoke in aircraft. Role power tripped, reset and tripped again. Switched to off and smoke alarm deactivated. PAN declared and aircraft returned.
201307775	29/06/2013		KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	En route	Other			340	Unable to maintain aircraft pressurisation. PAN declared and aircraft returned.	Aircraft despatched with one air conditioning pack unserviceable. On reaching cruise altitude of FL340 it was seen that the cabin altitude was climbing with no EICAS warnings. Engineering consulted and aircraft descended to FL240, cabin altitude reduced but aircraft continued to slowly depressurise. Aircraft returned after declaring PAN.
201303468	28/03/2013	17:13	EGSG : Stapleford	EGMT: Thurrock	EGTT : London (FIR)	Other (Thurrock)			MAYDAY declared due to rough running engine. A/c diverted.	The flight was a routine training sortie. Standard touch drills were carried out during descent with one engine warning performed by the instructor. The student positioned the a/c towards landing site and instructor gave instructions to go-around. Full power was applied and climb commenced. This was accompanied by a loud high pitched noise and a rough running engine with significantly reduced performance. The instructor took control and commenced emergency checks. MAYDAY was declared and a/c diverted. Uneventful landing was carried out.
201305379	12/05/2013	18:05	EDDS (STR): Stuttgart	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Smoke/fumes throughout aircraft in climb. Aircraft returned.	At approx 3000ft in climb aircraft reported smoke and fumes throughout entire aircraft flight deck and passenger cabin. Emergency declared and aircraft returned.

201305453	14/05/2013	12:45	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		110	PAN declared for overweight landing following technical diversion.	The a/c was diverting due to an unspecified navigational problem which would not allow flight across the Atlantic. A/c landed safely.
201308447	12/07/2013	16:03	EGLL (LHR): London/Heathrow	EGKK (LGW): London/Gat wick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			PAN declared due to low fuel state. Aircraft diverted.	
201401780	14/02/2014	20:10	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)	EGBB (BHX): Birmingham		110	PAN declared due to fuel emergency following diversion.	Aircraft was handed to me as a diversion he was about 20 miles from holding point when he was told he would have to hold because of a fuel emergency on this airport's frequency. At this point he declared a PAN for fuel, we passed the details to diversion airport and they took him off our hands positioning him downwind left.
201312221	25/09/2013	08:50	LPPD (PDL): Ponta Delgada, Sao Miguel I. (Acores)	EGKK (LGW): London/Gat wick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			MAYDAY declared and diversion requested following loss of nr2 engine.	Aircraft landed under a full emergency and on arrival the flight crew reported hitting an unknown bird type. However, it is unclear from the reports whether or not this was the cause of the engine shutdown. Runway inspection carried out, no bird remains found.
201400216	05/01/2014		EGKK (LGW): London/Gatwick	En route				0	PAN declared due to passenger medical emergency. Direct routing requested.	
201400344	11/01/2014	10:45	EGLF (FAB): Farnborough civil	EGLF (FAB): Farnborough civil	EGTT : London (FIR)	EGSS (STN): London/Stansted			PAN declared due to a/c navigational problem.	PAN declared due to problems with Inertial Navigation System in descent. Entered hold to investigate the problem. Aircraft cancelled PAN but remained in hold to continue checking aircraft, then requested diversion which was approved.
201316693	23/12/2013	19:23	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				PAN declared on ground due to passenger medical emergency.	A stand was swiftly allocated and paramedics attended the aircraft.

201316706	24/12/2013	00:45	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)	EGBB (BHX): Birmingham			Diversion due to excessive crosswind at planned destination. MAYDAY declared to ensure an approach at diversion location.	Due to excessive crosswinds at their intended destination and strong Southerly winds, up to 55kts, forecast at other airfields in the area, the aircraft had previously been holding awaiting an available airfield to divert to. Diversion airport was only available if a MAYDAY was declared. MAYDAY declared to ensure an approach at diversion location. Borderline fuel for LPL with no guarantees of us being accepted and numerous other a/c diverting and en rte weather considerations we declared a MAYDAY to ensure an approach at BHX. Landed BHX with 4400kgs fuel, Although conditions were unusual and extreme it took a long while to find out we could not be accepted for a diversion to Manchester. Also an early request to manouver North towards HON in the right direction was declined and would probably have guaranteed us a LPL diversion. had it been available
201400151	04/01/2014	13:50	EGKB (BQH): Biggin hill	En route	EGTT : London (FIR)	EGGP (LPL): Liverpool		90	PAN declared and aircraft diverted following loss of power on LH engine.	In the cruise, PF & PNF noticed fluctuation of LH RPM, swiftly followed by loss of map on LH engine. Immediate actions failed to restore power. Squawk changed to 7700 and PAN declared. Commander elected to divert. Visual approach completed into with radar assistance, without further incident or restoration of power. No other abnormal indications observed during diversion. Aircraft was able to taxi to stand under own power after AFFS inspection. After normal shutdown, LH propeller observed to be in fully feathered position. No other damage or abnormal evident. □ Supplementary 04/01/14: □ Aircraft called a PAN PAN at approx 13:25 reporting loss of an engine and requested diversion. I acknowledged the PAN call and attempted to route the aircraft. Pilot requested vectors and descent so descent given to FL70 and continued the heading. Diversion airport was happy to accept on the heading and at FL70. I asked aircraft if able to take a frequency change and pilot was happy to do so. Aircraft transferred. □ Supplementary 11/01/14: □ Fault traced to constant speed controller for propeller. Controller replaced and aircraft returned to service. Details held on file.

201400270	08/01/2014	14:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				APU exhaust fire during taxi in to stand.	During taxi in, flames reported from APU exhaust during APU start when approaching stand. PAN declared, aircraft stopped, APU shutdown. Fire service attended, no further abnormal signs; taxied onto stand with fire service in attendance until all passengers disembarked. Very useful comms from company aircraft behind us who observed flames and kept us informed.
201404425	11/04/2014	23:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Passenger had been refused permission to carry medication in hand luggage. Oxygen was administered and Paramedics requested to meet the aircraft on arrival.
201314803	17/11/2013	16:08	EGPH (EDI): Edinburgh	En route	EGPX : Scottish (FIR)			320	PAN declared due to an electrical problem.	Aircraft checked in on frequency and a few minutes later declared a PAN stating that they had an electrical problem. I instructed the aircraft to squawk 7700 and obtained the POB. The aircraft continued to destination as requested and after informing all the relevant parties, the aircraft was transferred to radar.
201308985	16/07/2013	18:26	Other	EGNS (IOM): Isle Of Man/Ronaldsway	EGTT : London (FIR)	Other (Mount Rule)			PAN declared due to engine problems. Aircraft diverted.	
201301010	01/02/2013	00:55	EGCC (MAN): Manchester/Intl	En route	KZNY : New York (UIR) Ronkonkoma Ny.			350	PAN declared in severe turbulence due unable to obtain clearance to descend.	Communications from preceding a/c alerted the flight crew to the severe turbulent conditions. Cabin was secured and immediate request made for clearance for descent to FL310. Unable to get a reply from ATC due to high volume of transmissions despite several attempts so the PAN call was made and clearance obtained quickly. Autopilot disengaged and a/c hand flown to FL310 where conditions were smooth.
201307508	25/06/2013		EGPF (GLA): Glasgow	LEERS (REU): Reus	LECB : Barcelona (FIR)				Birdstrike: PAN declared and a/c returned.	No significant bird activity had been seen prior to take-off. Immediately after rotation, a single bird (Pigeon) had been seen on RH side of a/c. No impact was felt but RH engine N1 vibration increased to 4.5 units. Gear selected up and a/c climbed away. QRH engine vibration checklist actioned. A/c cleaned up and entered hold where a PAN was declared. A/c returned for a precautionary two engine, manual throttle landing. Brakes reported as warm with some smoke after landing which quickly dispersed. Two adjacent fan blades bent at tips.

201306952	14/06/2013	17:30	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)			80	PAN declared due to low fuel.	The aircraft was holding and advised the controller of being low on fuel. The aircraft was given a priority landing and was transferred to Director for sequencing.
201305141	09/05/2013	12:10	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)				MAYDAY declared and emergency descent carried out due to rapid depressurisation.	During normal descent from FL360 to cleared level of FL310, the 'RH bleed trip off' light illuminated. QRH was called for but before it could be actioned, the 'LH bleed trip off' also illuminated. Cabin rate of climb was significant and pressurisation was confirmed as uncontrollable, the cabin altitude warning horn sounded. MAYDAY declared and an emergency descent was initiated. QRH drills were performed during the descent and the aircraft was levelled at 8000ft. ATC stated that the pilot was wearing an oxygen mask. All passengers and crew were safe and well throughout and the aircraft landed successfully. □ CAA Closure: Dual bleed trip attributed to three component failures, on the right hand side a pre-cooler control valve failed at 45deg closed. On the left hand side a cracked pre-cooler operating at lower than normal efficiency and a out of calibration 390deg pre-cooler control valve sensor sending a spurious sense to shut the otherwise normally functioning left hand PCCV thus reducing cold airflow. Currently operator carries out Single Pack Confidence Checks post heavy maintenance. Operator now intends to also carry out Single Pack Confidence Checks out at
201308349	11/07/2013	09:04	EGLL (LHR): London/Heathrow	VIDP (DEL): Delhi/Indira Gandhi Intl	VIDF : Delhi (FIR)				ATC reported tyre debris on runway following departure.	Four hours into flight EICAS 'Low pressure tyre wheel nr6'. Engineers contacted to confirm tyre debris was from aircraft. PAN declared on arrival in order to have runway checked for further debris and ensure aircraft safe to taxi to stand. Confirmation received from engineering of receipt of the tyre debris and of damage to hydraulics and wiring loom.
201307536	25/06/2013	14:20	EGGP (LPL): Liverpool	EGWU (NHT): Northolt	EGTT : London (FIR)				PAN declared due to engine failure. Aircraft returned.	Initially the pilot reported having an engine problem, then stated he had an engine failure. Oil pressure was zero, with the oil temperature being extremely high. The aircraft began yawing to the left. The controller contacted D&D, gave the pilot position guidance and diverted the aircraft where it landed with one engine.
201312940	09/10/2013	18:05	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			140	Water leak in galley contacting electrical equipment caused smoke in cabin.	Leak from beverage maker in forward galley contacted the counter light which began to smoke. Galley power switched off, galley water supply isolated. PAN declared for expeditious approach. Fire services contacted then stood down.

201401966	14/02/2014	22:10	EGHI (SOU): Southampton	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick				PAN declared due to low fuel following two weather diversions.	After holding for 1 hour due to weather conditions, we decided to divert. On route to diversion airport, the weather conditions deteriorated which lead to ATC placing us in a hold for an indeterminate hold period. Based on the poor weather now at diversion airport, multiple go-arounds there and the unknown length of holding we decided to divert to our 4th diversion airfield. (2nd Alternate was closed and 3rd Alternate was out of weather limits.) In order to be eligible to divert to our 4th diversion airfield a fuel emergency was necessary, according to ATC. A PAN PAN fuel emergency was declared to ATC and a diversion performed. An uneventful landing was carried out. Note: Fuel remaining on arrival was approx 1000KG.
201308587	15/07/2013	20:10	EGSS (STN): London/Stansted	GMMX (RAK): Marrakech/ Menara	GMMM : Casablanca (FIR)					PAN declared due to nr1 engine vibration.	On take-off, the engine vibration reached 6.3 which triggered the advisory on engine page. During climb the vibration reached 9 with all other parameters normal and in cruise the vibration settled. It increased again in the descent so a PAN was declared and nr1 engine thrust was reduced to idle for approach and landing. Tech Log entry made.
201402359	26/02/2014	11:45	EGDR : Culdrose	EGTE (EXT): Exeter	EGTT : London (FIR)					Aircraft returned due to gearbox fault.	Aircraft with gearbox fault returning to departure airport. Tower advised, aircraft passed to tower when visual and landed safely at 11:51. □ Supplementary 26/02/14: □ PAN call from aircraft stating a gear box fault, diverted, vectors provided. Tower advised and aircraft passed to tower when visual. Aircraft landed safely. The events described have not been checked for accuracy against the appropriate RTF recording.

201313655	23/10/2013	05:40	EBBR (BRU): Bruxelles/National	UMBEL	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		250	Serious Incident: PAN declared and aircraft diverted due to multiple system failures. 24 POB, no injuries. AAIB AARF investigation.	CAA Closure:☐ Whilst enroute, the crew experienced a number of cautions and warnings on the Central warning Panel (CWP). The number of these increased, and cabin and cockpit lights also started to fail. The aircraft diverted, where an uneventful landing was made. It is suspected that there had been a failure of the right starter/generator or its Generator Control Unit (GCU) and that a further latent failure of a contactor had prevented automatic connection of the right DC bus to the left DC bus. The services normally powered by the right DC bus would now be powered by the main aircraft battery, which would progressively discharge. At the time of preparation of this Bulletin, the manufacturer was continuing with their examination of the components and any significant findings will be reported in a later bulletin. AAIB Bulletin 06/2014, Ref: EW/G2013/10/13.☐ Supplementary 13/11/14:☐ A report has subsequently been received from the manufacturer containing the following findings from their examination of the components:☐ 1) The brushes and collector of the DC generator were found severely worn and damaged☐ 2) No fault found with the Generator Line Contactor (GLC) K2 ☐ 3) No fault found with DC GCU☐ The AAIB report also contained the conclusion that loss of contact between the brushes and armature:☐ '...while backed up by the battery allowed the
201313554	23/10/2013	06:20	ENZV (SVG): Stavanger/Sola	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)			190	Cracked windscreen.	Aircraft reported cracked windscreen during climb, PAN declared and aircraft returned.
201402993	12/03/2014	18:50	EGKK (LGW): London/Gatwick	En route	Other			380	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201406919	11/05/2014	10:50	EGLL (LHR): London/Heathrow	OCK	EGTT : London (FIR)			100	PAN declared due to PRM passenger medical emergency. On board doctor assisted. Request for ambulance made.	

201406934	17/04/2014	04:30	EGLL (LHR): London/Heathrow	En route	United States of America			380	PAN declared due to passenger medical emergency. Medlink contacted. Medically qualified passenger assisted. Ambulance requested.	
201404767	19/04/2014	12:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201314886	19/11/2013	06:45	EGTK (OXF): Oxford/Kidlington	Overhead EGGW (LTN): London/Luton	EGTT : London (FIR)	EGGW (LTN): London/Luton		80	Left engine suffered a major mechanical failure. Aircraft diverted and an emergency landing completed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: <input type="checkbox"/> During cruise at FL80, the left engine suffered a mechanical failure. The crew shut down the engine and feathered the propeller but were unable to maintain altitude. An emergency landing was completed without further incident. Inspection found the No.2 cylinder assembly of the left engine had detached from the crankcase due to an internal failure. At the time of writing a detailed examination of the engine had not taken place, so it is not possible to draw any firm conclusions as to the cause of the failure. AAIB Bulletin 06/2014, Ref: EW/G2013/11/04.
201400893	25/01/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Immediate landing requested.	
201314625	13/11/2013	11:40	EGPN (DND): Dundee (Riverside Park)	EGPN (DND): Dundee (Riverside Park)	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to rough running engine.	A loud pop was heard and heavy vibrations felt from the engine. Instructor took control and declared a PAN. On short finals, the engine cut out but the aircraft landed on the runway and managed to vacate at taxiway where fire services were waiting. It later transpired that the engine cylinder had split.

201315627	26/11/2013	19:45	EGOS : Shawbury	EGOS : Shawbury	EGTT : London (FIR)				PAN declared and aircraft returned due to hydraulic caution in flight.	During a night training circuit, the Hyds caution illuminated on the CWP with the associated master warning and audio as the aircraft passed approx 500ft in a 70kt 65% Tq climb. The pedals became stiff and actions iaw the FRCs carried out. A PAN was declared and given the position of the aircraft and landing directions, the decision was made to continue the climb and return straight onto long finals. An approach flown to the easterly T where a running landing was carried out and the aircraft shut down. No obvious signs of a failed hydraulic system, hyd pack fluid level max, drive belt serviceable, hyd pump splines intact, hyd grd power rig fitted and hyd switches operate correctly. Ground run carried out and preflight functionals all within parameters. We consider this incident closed.
201316133	13/12/2013	10:13	Other	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to engine chip caution during the climb.	Whilst I was on duty as the Radar controller, the pilot called a PAN, reporting a minor engine malfunction, at time 1013. Having acknowledged the PAN and ascertained SOB I requested the pilot squawk 7700 and began to vector the aircraft for a localiser/DME approach to runway 09 which was in use at the time. The Pilot requested a VFR recovery but once I passed the latest visibility and cloud ceiling, an IFR recovery was accepted. At 1025 I transferred the aircraft to the Tower on and the aircraft landed without further incident at 1030. □ Supplementary 13/12/13: □ In the climb to 3000ft, ENG 1 CHIP caution illuminated. Immediate actions were followed and airspeed reduced to 100kts for safe single engine speed. The caution went out and came on again, this happened three times. The cruise checks were carried out followed by the subsequent actions which included retarding the throttle to idle. A PAN was declared and radar vectors given for the localiser 09 approach as a visual approach was not possible due to the cloud base being 400ft. We briefed the passengers that we had a technical fault and were returning. A running landing was carried out and the engine was shut down after landing. We taxied to the stand to drop off the passengers and then repositioned to the hangar after cancelling the PAN. Although the flight was very busy we had time to brief

201316282	16/12/2013	07:45	EGCC (MAN): Manchester/Intl	En route	Other				PAN declared due to low fuel.	Due to anticipated tailwinds en route not materialising, aircraft was going to land below CMR. Approaching MIRSI they were instructed to hold with expected delay of 10mins. PAN declared due to low fuel. Aircraft shutdown with 2300kg. CMR 3200kg and final reserve 1800kg.
201400583	18/01/2014	10:30	EGLL (LHR): London/Heathrow	En route				370	PAN declared due to passenger medical emergency. Oxygen administered. Straight in approach given. Paramedics attended aircraft on arrival.	
201404456	11/04/2014	15:32	EGLL (LHR): London/Heathrow	EDDF (FRA): FRANKFURT / MAIN	EDGG : Langen (FIR)				Aircraft returned due to fumes in the flight deck causing flight crew illness. All crew members taken to hospital for tests.	Shortly after take-off the FO (PNF) reported that he smelt fumes. I thought that it was possibly bread in the oven. FO then reported feeling ill. I then noticed the smell and also started to feel ill. Oxy masks donned. Engineers have reported that the vent blower had failed. Oxy masks donned and PAN declared with NITS to ATC. QRH smoke/fumes started but then fumes removal QRH deemed to be more relevant. Radar vectors to runway 07C. Control handed to FO and QRH stopped to focus on approach and landing. Alert call made and NITS briefing conducted. Brief PA made to passengers. Auto approach and auto land planned. Manual landing conducted. Stopped and reassessed on runway, liaised with fire services. Vacated runway and parked at nearby remote stand. Further PA made to passengers. Despite using oxygen at 100% and emergency, we both felt very ill and debilitated. After parking/shutting down we left the flight deck to be attended to by medics. Command was handed to fire chief who liaised with PSR and passengers disembarked via steps. No fumes or illness reported by passengers. ASR filed. Authorities liaised with and report completed. DFCM and duty tech manager contacted. Flight and cabin crew taken to hospital for tests. Flight crew hospitalised for 24 hours observation. □
201404458	12/04/2014	17:45	VOHY (HYD): Hyderabad	En route	EGTT : London (FIR)			340	PAN declared and aircraft returned due to passenger medical emergency.	Baby not breathing and being given CPR. Fuel dumped and aircraft returned. Paramedics met the aircraft on arrival.

201401367	05/02/2014	16:00	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			340	PAN declared due to passenger medical emergency. On board nurse assisted. Paramedics met aircraft on arrival.	
201305988	26/05/2013	18:10	EGCJ : Sherburn- In-Elmet	EGNJ (HUY): Humberside	EGTT : London (FIR)	EGNJ (HUY): Humberside			UK Reportable Accident: A/c lost nose wheel during take-off and diverted. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: During take-off, the nose landing gear oleo and nosewheel detached from the aircraft. The pilot reported that the take-off was normal, except that he had felt a minor "bump" through the rudder pedals at rotation. After discussions with the Chief Flying Instructor on the VHF radio, a decision to divert was made. After making a practice approach the pilot selected the engine, fuel and battery 'OFF' on short final and landed on the foam covered runway. The aircraft remained upright and the pilot and passenger, who were uninjured, were able to vacate the aircraft normally. The pilot reported that the upper part of the torque link appeared to have failed and that the lower part of the link was found still attached to the lower oleo assembly. The maintenance organisation confirmed that the circlip which located the oleo into the leg was found with the detached oleo and it appeared that the failed torque link had allowed the oleo drop out as the aircraft became airborne. The reason for the upper torque link failure had not been identified. AAIB Bulletin 10/2013, Ref: EW/G2013/05/18.
201407021	29/05/2014		EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Medical attention requested on arrival.	
201407047	02/06/2014		EGKK (LGW): London/Gatwick	En route				0	PAN declared due to passenger incapacitation.	

201406677	26/05/2014	11:00	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	En route	EGTT : London (FIR)			200	PAN declared due to smoke indications in flight deck. Aircraft returned.	On S23, aircraft requested a return due to smoke indications in cockpit. The smoke indications subsequently cleared but aircraft elected to declare PAN and return as a precaution. The pilot confirmed that they were light enough to land without dumping fuel. Aircraft was turned back towards OCK and subsequently transferred to TC without further incident. GS AIR and D&D informed.
201409275	11/07/2014	09:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Expeditious approach to landing made. Medical emergency services met aircraft on arrival.	
201316272	12/12/2013		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201316285	16/12/2013	14:57	United Kingdom	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)	EGPB (LSI): Sumburgh			PAN call due to minor fluctuation in one of the engines. Aircraft diverted.	Aircraft outbound when he called with a PAN at 1457. They reported a minor fluctuation in one of the engines, which was so quick they were unable to ascertain which engine it related to, but wished to divert for an engineer check. At the time of writing aircraft is still en route, all agencies informed. □ Supplementary 16/12/13: □ Radar gave notification of inbound diversion with a technical problem with one of its engines and declaring a PAN. Full emergency was declared. □ The helicopter landed safely at 15:34 and incident stood down at 15:36.

201409470	15/07/2014	07:30	EGNM (LBA): LEEDS BRADFORD	En route	EGTT : London (FIR)	EGTC : Cranfield		100	PAN declared and aircraft diverted due to fuel flow problems.	Aircraft said that he wished to divert as he had fuel flow problems. I asked if he was declaring an emergency, which he replied negative but the situation was a PAN. I put the aircraft on a heading towards airfield and my co-ordinator appraised the GS(N) of the situation. Upon further questioning, the pilot said that his fuel gauges were showing that he was using too much fuel and so wanted to divert as a precaution. I instructed the aircraft to squawk 7700 and gave the aircraft descent to lease CAS, in accordance the with acceptance level provided, and subsequently transferred the aircraft to airfield.
201316308	16/12/2013	10:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered and paramedics met the aircraft on arrival.
201404246	06/04/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201404547	14/04/2014	11:59	EGSL : Andrewsfield	EGMH (MSE): Manston (Civil)	EGTT : London (FIR)	EGMH (MSE): Manston (Civil)			MAYDAY declared due to engine problem.	ADC/APP training. Call received from the London FIR regarding subject aircraft with an engine problem, requesting to divert. ADC/APP training terminated. Aircraft called 'Mayday' on initial call 132.450Mhz and was acknowledged. (NOTAMed closed 0800-1700z due staffing and AD NOTAMed closed due staffing 1200-1230z). ATM used to monitor the aircraft and to pass range checks for a left-base joining RWY28. Local Standby initiated, with the option to upgrade, if the situation deteriorated. Aircraft landed safely at 1210z. AFS Fire Commander closed the incident at 1221z. London D&D and FIR advised the aircraft had landed safely.

201400863	26/01/2014	19:33	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/ ntl	EGTT : London (FIR)				PAN declared and flypast inspection carried out. RIMCAS alert activated by presence of RFFS.	Aircraft suffered a nose wheel problem that very quickly developed into a PAN call and full emergency. The emergency occurred during the WM's fatigue break. The ATSA rapidly summoned the WM back to the tower, and made initial coordination calls to Ops and the fire service (vehicles were initially requested to inspect the undercarriage for a fly-by). These actions were vital in ensuring that the best possible service was offered to this aircraft in a timely fashion. When the aircraft was approx 1nm final, a RIMCAS alert was activated on the southern shoulder of 23R abeam D1. It is likely that this was caused by a reflection of the attending fire vehicles at D1. Due to the darkness, the possibility of runway contamination could not be positively ascertained. Mindful of the large number of false alerts and to avoid adding complications to the situation, I decided to allow the aircraft to land. The runway was inspected in accordance with post-emergency routine, and found to be serviceable. The target disappeared when the fire services withdrew.
201402200	20/02/2014	20:25	EGLL (LHR): London/Heathrow	FAJS (JNB): Johannesbur g/Jan Smuts	FAJA : Johannesburg (FIR)				PAN declared on ground and aircraft returned to stand due to passenger medical emergency.	Paramedics met the aircraft back on stand and passenger was taken for medical treatment.
201406975	01/06/2014		Other	En route	EGTT : London (FIR)				PAN declared due to partial electrical failure.	During cruise electrics failed. Intermittent power available. PAN declared. Returned to departure airfield, normal landing. Fuse found to be loose in fitting. Fitting repaired, no further issues on subsequent flight.
201401385	06/02/2014	10:00	EGLL (LHR): London/Heathrow	En route	EGGX : Shanwick (FIR)			380	PAN declared due to passenger medical emergency. Medlink contacted. On board doctor assisted. Expeditious approach requested.	

201409225	10/07/2014	07:20	EGLL (LHR): London/Heathrow	EDDH (HAM): Hamburg	EDWW : Bremen (FIR)				PAN declared due to unreliable airspeed during takeoff due to a large bee in pitot.	During takeoff pf (capt) centralised control at 100 kts but got no call from pnf as his indication was approx 60kts. Speed discrepancy was assessed, with reference to sby asi, speed was in excess of 120kt and take off continued. Rotation, initial clb attitude, rate and characteristics seemed normal and safe conduct of flight not impacted so ap1 engaged with caution, speed selected. Unreliable airspeed qrh drill actioned. PAN declared and a/c levelled off for troubleshooting, resulting in ADR2 being diagnosed as problem and selected off iaw drill. Qrh, ecam and checklists completed, automatics reinstated. Control handed to co-pilot and TDODAR carried out resulting in decision to continue to destination and PAN cancelled. Cabin crew informed, but nits brief not considered necessary. Csm mentioned pax had commented we were not climbing so brief mention made during normal flight progress pa that initial tech prob resulted in us flying lower than normally, but had now been resolved. Information from following crew indicated engineers found a large bee in the pitot.
201316028	11/12/2013	09:55	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			80	PAN declared due to passenger medical emergency.	Oxygen administered.

201409286	11/07/2014	11:51	EGCC (MAN): Manchester/Intl	En route	EGTT : London (FIR)			150	PAN declared due to suspected fuel leak during descent.	Aircraft declared a PAN with a suspected fuel leak at 1151UTC 10 miles south of TNT. Planner informed the LAS who informed tower sup and D&D. Planner informed CC approach and organised heading for base leg 23R. A/C changed to 7700 Squawk and advised no extra services were needed on the runway. Transferred to CC approach. □ Supplementary 11/07/14: □ Centre tank fuel used during cruise. Later during cruise noticed right tank was approximately 300kg lower than left, fuel crossfeed used to balance tanks. During descent noticed the left tank this time was approximately 300kg less than the right tank. Crossfeed used and monitored closely. The left tank continued to reduce at an abnormal rate even with both left tank fuels pumps off. The left tank quantity reduced at a constant approximate rate of 10KG per 3 seconds, the imbalance between tanks continued to increase to 420kg, then at 500kg imbalance, the crossfeed was cancelled as we were unable to control the fuel usage in the left tank. Suspected either a fuel leak or technical fault. Cabin crew were called to see if any indications of fuel leak on the left side, but nothing evident. As the fuel usage was uncontrollable and exceeded the limits in the QRH in the section
201314410	09/11/2013	03:44	LEMD (MAD): Madrid/Barajas	En route	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			MAYDAY declared and aircraft diverted to due APU fire warning.	QRH carried out, the warning and APU FIRE handle remained illuminated. Uneventful landing carried out with fire services in attendance. □ CAA Closure: □ Troubleshooting carried out and after a series of rectification actions and component changes, fire system fault persisted. Ongoing actions resulted in AFOLTS 3 M10400 card and fire loop 2 APU card being replaced, together with APU fire extinguisher bottle and squib control panel. Troubleshooting eventually found M686 fire LP2 APU card unserviceable (VR4 and VR5 diodes faulty). Card replaced and no re-occurrence of defect.
201305752	21/05/2013	17:38	EGSS (STN): London/Stansted	EGSS (STN): London/Stansted	EGTT : London (FIR)			240	PAN declared due to fire warning in the hold.	Fire warning had since gone out but as aircraft was burning more fuel having landing gear down pilot had requested an expeditious routing. ATC advised to declare a PAN.
201400431	09/01/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Ground staff had been unaware of the condition prior to boarding.

201400206	06/01/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			390	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201402581	01/03/2014	07:25	LEAL (ALC): Alicante	EGCC (MAN): Manchester/Intl	EGTT : London (FIR)	EGBB (BHX): Birmingham			PAN declared and aircraft diverted due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201402640	05/03/2014	16:15	LSZH (ZRH): Zurich	En route	EGTT : London (FIR)				PAN declared and aircraft returned due to fumes in flight deck and cabin during climb affecting crew and passengers.	Aircraft outbound called PAN with a strange smell in the cockpit. Pilot stated that he wanted to return to the hold with the intention of returning once he had sorted the problem. Aircraft given right turn to hold, descended and transferred to INT. 10 mins later INT rang to say that the pilot wanted to continue to destination and was transferred to me (again) at FL80. Aircraft was climbed to FL120 on a hdg of 080. As the aircraft passed FL110 approx abeam DET he requested to return to departure airport (again) via BIG with a recurrence of the initial problem. He stated that it was not a PAN situation this time, but that he would like an ambulance to meet the aircraft, as a middle-aged women felt unwell because of the smell. Co-ordination done with INT (again) and aircraft transferred. □ Supplementary 05/03/14: □ Aircraft airborne returned to stand as fumes affecting 6 passengers and 1 crew member, flight returned on full emergency, Ambulance and medical response crews in attendance, ambulance requested that all passengers remain on board with doors closed until medical response team in position approximately 15minutes then doors opened after they spoken with captain, they then allowed the passengers and crew affected off the aircraft checking they were all okay and then gave them the all clear to travel. The flight was subsequently cancelled all the passengers were bussed to terminal building where they were going to be met by passenger group staff to assist them
201300012	02/01/2013	13:10	EGPO (SYY): Stornoway	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)			160	PAN declared and a/c returned due to cargo hold smoke warning indication.	ECL actioned and a/c landed safely with emergency services in attendance. No indications of fire were found. Smoke detector found to be faulty.
201401224	01/02/2014		EGNM (LBA): LEEDS BRADFORD	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201313571	23/10/2013	11:37	EGDY (YEO): Yeovilton	EGTF : Fairoaks	EGTT : London (FIR)				PAN declared and aircraft returned due to engine chip warning.	Nr1 engine chip caution illuminated. Aircraft turned and descended to maintain VMC and ECL actioned, nr1 engine retarded. Aircraft returned for engineering investigation. Investigation found one metallic particle attached in the accessory gearbox chip plug, which was sent for analysis.
201402747	07/03/2014	19:55	EGBB (BHX): Birmingham	En route	LPPC : Lisboa (FIR)			360	PAN declared due to auto flight malfunction followed by oceanic clearance flight level confusion.	Aircraft lost RVSM status and was coordinated with S9 planner. As events unfolded it became clear there was a degradation of the instruments in the cockpit. In order to ensure arrival on the preferred runway the pilot declared a PAN. As the situation evolved, there were potential issues with levelling off at cleared levels due to altimeter malfunction. The aircraft was handled on a discrete frequency and transferred directly to approach. □ Supplementary 07/03/14: □ Auto flight malfunction and oceanic clearance flight level confusion. In the climb passing FL350 in VNAV mode with FL360 set in the MCP the autopilot went into Alt Cap then Alt Hold at FL352. FLCH then selected and autopilot went back into Alt Hold at FL352. V/S mode then selected with +500 fpm rate of climb and aircraft levelled at FL360 which was the cleared level. V/S was used to level the aircraft as Alt Cap mode was inoperative and Alt Hold mode had to be engaged manually once in level flight. ATC confirmed that the mode S was showing FL360. The ALT ALERT system was activated during this time and remained on at FL360 which was the FL set on the MCP. QRH drill for EICAS ALTITUDE ALERT caption and associated warning light actioned. It
201401373	05/02/2014	14:40	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			100	PAN declared to ensure expeditious landing due to a passenger hitting themselves on the head whilst pulling a bag out from an overhead locker. Medlink contacted. Paramedics attended aircraft on arrival. Passenger declared fit for onward travel.	

201403097	15/03/2014	15:40	EGFE (HAW): Haverfordwest	EGFA : WEST WALES/ABE RPORTH	EGTT : London (FIR)	EGFA : WEST WALES/ABERPOR TH			PAN declared due to engine misfiring.	The aircraft was requested to squawk 7700 and radio silence imposed on frequency. Aircraft reported his current position and intention to divert to the nearest available airfield. London Centre was informed. Due to problems getting 2-way comms with aircraft, another aircraft on frequency in the vicinity, acted as a relay between London Information, D and D, and the Pan traffic. Both aircraft changed frequency to 121.5, other aircraft remaining in the area to assist until the aircraft landed safely.
201306091	29/05/2013	12:00	EGSS (STN): London/Stansted	EGSS (STN): London/Stan sted	EGTT : London (FIR)				PAN declared due to low fuel.	
201401762	10/02/2014	17:20	EGKK (LGW): London/Gatwick	En route	LFBB : Bordeaux (FIR)			0	PAN declared due to passenger medical emergency. Suspected stroke. Medlink contacted.	
201404862	22/04/2014	12:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			130	PAN declared due to engine failure then upgraded to a MAYDAY on approach.	Working as Sector controller bandboxed, with a busy stack and 10 mins delay. Aircraft with 6 miles to run to the hold declares a PAN with one engine shut down. I immediately vectored the a/c away from holding traffic, assigned squawk 7700, and coordinated descent into NE Airspace, and onwards to APC. No further incident in my airspace. A/c QSY'd to Approach. Upgraded to MAYDAY on Approach frequency.
201409465	14/07/2014		EGLL (LHR): London/Heathrow	En route				380	PAN declared due to passenger medical emergency. Medically qualified passenger assisted. Expeditious approach flown. Paramedics attended aircraft on arrival.	

201402773	06/03/2014	14:33	Other	En route	EGTT : London (FIR)	EGSG : Stapleford			MAYDAY declared due to rough running engine.	Aircraft declares a MAYDAY with a rough running engine. Aircraft was approximately 12NW of Southend at the time of the May Day at Approximately A1800ft. Aircraft requests the nearest airfield for a divert. I suggested North Weald or Stapleford as neither required a significant change of track and both units are equipped with emergency aid (I also suggested some minor airstrips that were closer). Aircraft initially requested North weald at which point a suggested track to fly was given. I coordinated A3000ft inside CAS with Essex radar in case of climb and coordinated the arrival with North weald. Aircraft then advised he was diverting to Stapleford. At this point I provided a suggested track and coordinated with Stapleford his arrival. Relevant wind speeds and pressure was passed together with further suggested tracks until aircraft had Stapleford in sight and subsequently landed. A report from Stapleford via the phone and a relayed message confirmed that aircraft had landed safely.
201316003	10/12/2013	20:30	EGGW (LTN): London/Luton	LEBL (BCN): Barcelona	LECB : Barcelona (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival. Reporter states no gloves or biohazard kit available on the aircraft for crew protection which, in this case, was required.
201315772	03/12/2013	09:25	EGGD (BRS): Bristol/Lulsgate	EGPD (ABZ): Aberdeen/D yce	EGPX : Scottish (FIR)		160	PAN declared and aircraft returned due to engine bleed warning.	Aircraft departed, climbing to FL110 as usual and was climbed to FL250. The pilot then declared a PAN due an engine bleed warning passing approximately FL160 and requested to return. Descent was issued to FL120 and an initial vector of 340. The pilot was instructed to squawk 7700 when able as a precaution. Following coordination with Tower the aircraft was transferred on heading 340 descending FL120 and landed safely.	
201401171	21/02/2014	01:30	EGLL (LHR): London/Heathrow	En route			340	PAN declared due to passenger medical emergency. Medicine and oxygen administered by cabin crew on board. Paramedic assistance requested on arrival.		

201406759	27/05/2014	17:10	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			250	PAN declared due to blue hydraulic pump failure.	At 1710 aircraft declared a PAN for a "Hydraulic 1 Failure" I instructed the air crew to squawk 7700 and I ascertained that the aircraft was unable to maintain 160 to 4 but otherwise the air crew expected that they would be able to fly a normal approach and vacate the runway on arrival. The aircraft was vectored for a straight in approach onto Rwy 27R. At 1730 the aircraft landed safely.□ Supplementary 28/05/14:□ BLUE HYD PUMP FAILURE. ECAM alert HYD B ELEC PUMP LO PR during descent towards LOGAN. ECAM actions carried out, PAN declared, crew and passengers informed. ATC provided an expeditious arrival to an uneventful landing.
201402790	09/03/2014	13:40	EGNE : Repton/Gamston	En route	EGTT : London (FIR)				PAN declared due to smoke in the cockpit.	Aircraft was given steers for airfield and traffic info and landed safely.
201407073	01/06/2014		EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Medlink contacted. Expeditious arrival and landing made. Paramedics attended aircraft on arrival.	
201316377	17/12/2013	06:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics requested to meet aircraft on arrival.
201315997	10/12/2013	17:23	ENZV (SVG): Stavanger/Sola	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to fumes in the cabin and flight deck.	Chlorine like smell was present throughout the aircraft. Flight crew donned oxygen masks for landing and aircraft taxied to stand under fire services escort. Once passengers had been disembarked, engineers boarded and advised that the smell was compressor wash from maintenance. Cabin crew raised concerns that there is no policy for them to go on portable oxygen when flight deck do and that flight deck/cabin crew communication was slightly restricted due to oxygen mask usage.
201313299	17/10/2013	12:10	ENBR (BGO): Bergen/Flesland	En route	EGPX : Scottish (FIR)			120	Aircraft declared PAN and returned due to fuel leak.	Departing aircraft advised that fuel was pouring from RH wing and had already lost 500lb of fuel. PAN declared and aircraft returned.

201313693	24/10/2013	12:57	EGSX : North Weald	EGKA (ESH): Shoreham	EGTT : London (FIR)	EGKA (ESH): Shoreham			PAN declared and aircraft diverted due to rough running engine.	After diverting due to a rough running engine, the pilot resumed his flight and had to declare a PAN and divert again for the same problem. He had suspected a mag drop and thought that he had cleared the problem before departing.
201316209	14/12/2013	12:09	EIDW (DUB): Dublin	EGGP (LPL): Liverpool	EGTT : London (FIR)	EGGP (LPL): Liverpool			MAYDAY declared for fuel emergency after diversion made due to adverse weather.	Aircraft had been en-route, but had to divert due to adverse weather. Straight in ILS approach to runway 09 was requested by pilot via Control, due to low fuel state (runway 27 was the duty runway at the time). Although the surface wind at the time was Southerly, the upper winds (PIREP) were favouring runway 27. This information was passed to PC during the handover co-ordination. On initial RTF contact aircraft was vectored as normal for runway 09, but with about 15NM to run the pilot declared MAYDAY. This was acknowledged and the aircraft continued for a normal ILS approach. Tower were info'd immediately, and a Full Emergency was initiated on the airfield. Landed safely on runway 09, aircraft was transferred to tower frequency and taxied safely onto stand.
201406627	24/05/2014	11:38	EGGW (LTN): London/Luton	EGGW (LTN): London/Luton	EGTT : London (FIR)				PAN declared due to engine failure.	Aircraft declared a PAN at 5nm final for runway 26 due engine failure. Full Emergency initiated. Aircraft landed without incident.
201406770	27/05/2014	09:00	EGLL (LHR): London/Heathrow	En route	Other				Defective first aid equipment. PAN declared due to passenger medical emergency.	Pax fainted during cruise. Medlink contacted. M5 kit 344 opened. Nurse on-board attempted to use sphygmomanometer but bulb leaked so unable to check blood pressure. Attempted to use glucose tester, date on strip batch indicated in-date, but when strip inserted, the machine indicated that it had time expired. Pax had onward connection. As M5 kit 344 sphygmomanometer and glucose tester were unserviceable, nurse felt it prudent for pax to be medically checked prior. PAN Medical Emergency declared. If M5 kit sphygmomanometer and glucose tester had been serviceable, PAN medical emergency declaration may have been avoided. On taxiing in waited 3 mins for stand guidance to be turned on. Marshalling assistance had been requested in advance by ATC but not present either.
201403582	18/03/2014	03:45	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedica met the aircraft on arrival.

201403638	27/03/2014	06:10	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			120	PAN declared (late) due to electrical fumes in the cabin.	I was controlling as the TC South (bandboxed) controller. I had previously been advised that the aircraft crew had smelled smoke in the cabin (possibly cockpit), approaching from the West, yet despite the inevitable early-morning delay scenario, had chosen not to declare a PAN. At this stage he was still with S23, with at least 100nm to reach hold. As the aircraft got closer to TC SW sector it was clear that the aircraft would not get a straight in approach without an emergency being called, and I therefore contacted S23 and asked them to pass on to the pilot that they would need to declare at least a PAN if they wanted a priority approach. No PAN was forthcoming. The aircraft eventually called on my frequency, and a similar conversation ensued. Again, the pilot declined to call a PAN despite being told that they would probably have to route via OCK (i.e. no straight in). When I subsequently told the pilot to reduce to min. clean speed, the pilot finally elected to declare a PAN and advised that the smoke smell had returned. Coordination with Tower was established and the aircraft was provided with a very expeditious approach, in spite of the clear disruption that this created within the RMA and surrounding area. This could all have been an unfortunate sequence of coincidences, however, it feels on the ground that these developments were inevitable from the outset - i.e. had the pilot declared a PAN at a much earlier
201316431	18/12/2013	14:21	Other	EGNR : Hawarden	EGTT : London (FIR)	EGNR : Hawarden			PAN declared and aircraft diverted due to smoke in cockpit.	Full emergency declared at the airfield and the precautionary landing was safely carried out.
201407364	08/06/2014	06:00	EGLL (LHR): London/Heathrow	En route				390	PAN declared due to passenger medical emergency. Medlink contacted. Oxygen administered. Paramedics were requested and met aircraft on arrival.	

201411899	23/08/2014		EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Medlink contacted. Medically qualified passenger assisted. Medlink advised organisation of an expeditious landing. Paramedics met aircraft on arrival.	
201401802	15/02/2014	06:30	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)	EGSS (STN): London/Stansted		410	PAN declared and aircraft diverted due to slat problem.	Aircraft declared he had a slat problem and required a longer landing distance. He opted to divert. The pilot confirmed there were no additional problems with the aircraft. He was also asked about hydraulics to which he again stated there wasn't a problem. Details were passed on and the aircraft landed safely at diversion airport. □ Supplementary 17/02/14: □ One hour into the flight, 'SLATS DRIVE' EICAS message. ECL actioned and aircraft diverted due to strong gusting south westerly wind and runway length at destination airport. Uneventful F20, slatless landing. The two preceding sectors had suffered the same fault. Investigation under 201401886

201402051	19/02/2014	14:36	ESSA (ARN): Stockholm/Arlanda	En route	EGTT : London (FIR)				PAN declared and aircraft returned due to Captain's forward windscreen shattered.	At approximately 1436 I was operating as S10&11 Tactical when the aircraft made a PAN PAN call. The aircraft had already previously checked in on frequency at FL350 and I cleared it to its RFL390. The pilot informed me that the aircraft had suffered a shattered forward windscreen and requested to level off at FL370 and perform some checks. I acknowledged and approved this and awaited further information and the Planner informed the LAS. After a couple of minutes the pilot requested to return back to departure airport. I then cleared the aircraft to descend to FL310 and turn right on to 220 degrees to point it back to S12. The Planner coordinated with all relevant agencies. The pilot informed me that they intended to fly at 250kts and that there were no other problems and that the aircraft was handling normally. The information was passed on to the next sector and aircraft was routed to waypoint and transferred to S13 and continued back to departure airport. □ Supplementary 20/02/14: □ Captains forward window shattered. Just before TOC of FL390, Captain's window shattered. Arcing seen after window had shattered. Climb stopped at FL370. Speed of aircraft maintained in order to ensure
201402281	25/02/2014	13:15	EGNT (NCL): Newcastle	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared and aircraft returned due to autopilot problem.	Aircraft got airborne on a departure during a complex session with lots of weather around. I acknowledged his call and told him to maintain A6000, this was due to traffic avoiding weather ahead. Shortly after, as he was passing A5000, he declared a PAN and requested to level off at A6000 and hold. After acknowledging his PAN I vectored him to hold and he held LH due to WX. Apart from telling me that he was talking to the company and it was a technical problem he didn't pass on any further information. I left him alone to decide what he wanted to do. After approx. 5mins he told me that he wanted to return, that the aircraft was fully flyable but he had a technical issue. I confirmed that he wanted to remain a PAN. He was coordinated to go to approach on a heading of 125 at A6000. □ Supplementary 26/02/14: □ T/O completed. All FMA's observed and were correct. At approx 1300ft - 1500ft the LVR CLB prompt had still not illuminated. This was discussed and a selected level off followed by a modest vs+ and selected speed of 220kts would allow for controlled speed increase to retract flap. Thrust levers then moved to the CLB detent and flaps retracted. On retraction of the thrust levers to the CLB Detent

201314827	14/11/2013	16:10	EGUO : Colerne	EGDL (LYE): Lyneham	EGTT : London (FIR)				Low Volts' caption in flight.	Whilst conducting a medium level turns teach, both crew members noticed a 'Low Volts' caption on the CWP. Actions were carried out in accordance with the FRC's. The caption remained on and the brightness was fluctuating. A PAN call was declared and the aircraft recovered to base with the caption remaining for the whole recovery.
201404618	15/04/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen was administered and Paramedics met the aircraft on arrival.
201404598	15/04/2014	18:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Medical assistance requested for aircraft arrival on stand.
201401378	04/02/2014		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared on arrival due to passenger medical emergency. Crew administered first aid. Paramedics attended aircraft.	
201313331	06/10/2013	15:00	EGBW : Wellesbourne mountford	En route	EGTT : London (FIR)	EGHC (LEQ): Land's End/St. Just			MAYDAY declared due to engine malfunction. Aircraft diverted.	En-route a rapid decline was seen in engine rpm from 2400 to 2000rpm. This was accompanied by an unusual engine noise. Initial impression was that carburettor icing was the cause, carburettor heating had already been used for the initial stages of the flight, no improvement was seen with the application of carburettor heating. After changing fuel tanks, checking temperature and pressure gauges to ensure correct operation and settings a MAYDAY call was made to local ATC advising of the intention to divert to the nearest available airfield. The aircraft continued to maintain 2000rpm and a successful landing was made. After landing it was discovered that one of the cylinders was cracked resulting in no compression in that cylinder.

201401495	09/02/2014	20:37	EGGW (LTN): London/Luton	EGPF (GLA): Glasgow	EGPX : Scottish (FIR)				PAN declared and aircraft returned after landing gear failed to retract on take-off.	After departure, aircraft informed the ADC ATCO that he had a technical problem and didn't want to be transferred to PC. Aircraft on transferral to Radar informed us that he was climbing straight ahead to 3000ft. The pilot declared a PAN due to the undercarriage being locked down. The pilot asked for vectors and said he wanted to return. The aircraft was vectored for a wide circuit, at his request, as he said he had a few things to check. The pilot informed us that he had 3 greens, the landing gear was in place and he was ready to make an approach. The aircraft landed safely at 2100, and taxied to stand. A Full Emergency was initiated at 2050, and cancelled at 2111. □ Supplementary 09/02/14: □ Landing gear failed to retract on take-off. Multiple ECAM warning and cautions associated. Returned to departure airport.
201316051	11/12/2013	23:05	KIND (IND) [IND]Indianapolis,In /Indianapolis Intl	En route	EGTT : London (FIR)			320	MAYDAY declared due to fuel leak.	Aircraft was approaching the sector boundary and was just being transferred to the NOTA frequency, when he informed me that he wanted to hold at a waypoint on the NOTA sector boundary as he had a technical problem and wanted to go through his checklist. I instructed him to hold there, and remain on my frequency. I told NOTA what the situation was, and that I would keep control of the traffic. I asked the pilot if it was anything serious, and he said potentially, and then told me that it looked like he had a fuel leak, and was just running through the checklist. He completed one leg of his orbit then informed me he was returning to departure airport, and he requested vectors, which I gave him. I asked him if he was declaring either a PAN or a MAYDAY, and he declared a MAYDAY, so I put him on a 7700 squawk. He then asked for descent, but there was traffic 1,000' below in the opposite direction (about 40 miles away), so I asked him to standby, and then gave the traffic a left turn of about 50 degrees to achieve spacing faster. The first pilot then informed me that he was initiating descent, so I then instructed the second pilot that it was now an avoiding action turn
201315190	23/11/2013	09:49	EGNF : NETHERTHORPE	EGNF : NETHERTH ORPE	EGTT : London (FIR)				PAN declared and aircraft returned due to rough running engine.	
201406621	23/05/2014	04:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Paramedics requested to meet the aircraft on arrival.

201406721	25/05/2014	10:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	
201403002	12/03/2014	17:57	EGPD (ABZ): Aberdeen/Dyce	EGNV (MME): TEESSIDE	EGTT : London (FIR)	EGNV (MME): TEESSIDE			MAYDAY declared and aircraft diverted due to smoke in the cabin.	As radar controller I was called with details of the MAYDAY aircraft diverting due to smoke coming from overhead panels in the passenger cabin. Full emergency procedures were instigated. Contact was made some 20nm NE of diversion airfield and the aircraft vectored for the ILS RWY23. This was then converted to a visual approach, and the aircraft landed safely. No other aircraft were affected and the approach was uneventful. □ Supplementary 12/03/14: □ I was alerted by the radar controller of details of an aircraft 20nm NE declaring a MAYDAY due smoke in the cabin. As a result I called a Full emergency. The aircraft contacted the tower frequency on a visual approach at 1808 and landed safely at 1809. The pilot advised intentions to remain on the runway to assess the situation. After one minute, the pilot advised intention to taxi to stand to allow passengers to disembark and for the fire service to approach and assess the aircraft. The airports fire section advised me at 1821 that there was no sign of fire but that a small amount of smoke was visible coming from the overhead lockers. □ Supplementary 13/03/2014: □ Cabin Crew reported burning smell in cabin noticeable at front of aircraft. Diversion initiated, but shortly after that, smell became much stronger and smoke visible coming from P.S.U's above seats 1A and 2A. Emergency declared and diversion altered to
201316223	15/12/2013	03:00	EGLL (LHR): London/Heathrow	RJAA (NRT): Tokyo/New Tokyo Intl	Japan			280	Strong fumes and smell of electrical burning in flight deck.	Relevant checklist actions carried out. One flight crew member used emergency oxygen. PAN declared, fuel jettisoned to maximum landing weight. Aircraft returned. Fault traced to equipment cooling supply fan. Later that day, the aircraft returned and fumes were once more experienced in the flight deck with visible misting,

201409227	09/07/2014	10:15	EGBB (BHX): Birmingham	En route				380	PAN declared due to passenger medical emergency. Medically qualified passengers assisted. Expeditious descent and approach flown. Paramedics met aircraft on arrival. Passenger was removed by ambulance.	
201403440	22/03/2014	13:50	EGLL (LHR): London/Heathrow	En route	Other			390	PAN declared due to passenger medical emergency.	Elderly passenger unwell in flight.
201403517	13/03/2014		EGLL (LHR): London/Heathrow	En route	Other				Avionics door showing open in descent. PAN declared.	Intermittent avionics door open ECAM, followed by steady avionics door open on ECAM. Requested descent to FL400, pressurisation page checked and normal. ATC informed of problem and given a heading of 235, then to go to Biggin to hold for approach, as a precaution PAN declared and asked for straight in approach as door still showing open. straight in approach given to 27R, on taxi-in Fire Crew confirmed door closed from beside the Fire Station. Taxied onto stand. T/S c/out IAW TSM 52-41-00-810-802A. Prox switch (7MJ) found out of adjustment. Switch adjusted IAW AMM 52-71-14-820-801A. PSCU bite test ok, door functioned several times all indications normal.

201401600	11/02/2014	11:20	OKBK (KWI): Kuwait/Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			160	MAYDAY declared and aircraft returned due to persistent smell of smoke in the flight deck.	Aircraft checked in on frequency but would not take climb on first contact - instead reporting that he still had the smell of smoke which he had on departure. We knew nothing of this previous report of smoke smell. He had no indications but the smoke smell would not dissipate. The Tactical asked pilot to squawk 7700. My trainee (an experienced ATCO undergoing extension training on south) called TC East to coordinate a left turn back towards departure airport. TC East advised they had already transferred an I/B to TC South so the trainee called TC South. TC South were asked to turn there with the I/B out of the way and said they would take this aircraft at FL170 on frequency 120.525. On calling back to re-confirm the intentions of the aircraft we had to reiterate that it was a MAYDAY aircraft and that it wanted fire crew on standby on arrival. TC South said they had not bothered mentioning the previously reported smell to us (S15/16/17) before transferring the KAC104 to us as the pilot told them he thought it had gone away. However on first call to 134.9 he reported the smell as having returned. □ Supplementary 11/02/14: □ As LAS South, I was informed by the DVR sector team that they had an aircraft call MAYDAY due to smell of smoke in the cockpit, there was however no warning lights or visible signs according to the pilots. I co-ordinated with TC south GS & GS air for the aircraft's return. The sector team did the inter sector co-ordination. In the meantime I paged back a relief
201401960	14/02/2014	23:00	EGHI (SOU): Southampton	EGHI (SOU): Southampto n	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			Go-around due to turbulence. PAN declared and aircraft diverted.	Just descended out of cloud, with increased ref switch on, and the autopilot disconnected due to turbulence. Speed continued to diminish to low speed cue, applied power, and went slightly through detent, as both props went to 1020. Went around from approx 300ft due to turbulence. Weather conditions at company preferred alternate were the same and the wind was more cross. Aircraft were going around and were holding. If we had made an approach, then we would have on minimum for other alternate. Airport nearer to original destination was closed. Final alternate would only accept aircraft if a PAN was declared. So we declared a PAN and diverted. We arrived with 1000 kg of fuel. This was not an emergency but we did need somewhere to land. In my personal opinion, the situation created was unreasonable and unsafe. There is no point in intimidating crews into a genuine emergency.

201300053	04/01/2013	14:05	EGGP (LPL): Liverpool	EGGP (LPL): Liverpool	EGTT : London (FIR)				MAYDAY declared and a/c returned due to rough running engine on climb out.	At 300ft the engine began to lose power so after carrying out checks and turning on carburettor heat, the pilot decided to return and declared an emergency. A/c landed on reduced power (approximately 50%) with emergency services in attendance. Engineers inspection found no defects. Test flight to be carried out before further flight. Atmospheric conditions conducive to carburettor icing.
201313117	13/10/2013	17:58	EGSH (NWI): Norwich	EGPD (ABZ): Aberdeen/D yce	EGPX : Scottish (FIR)				Jammed landing gear.	Landing gear jammed down in climb. Aircraft entered hold, declared PAN and returned with fire service in attendance.
201401040	25/01/2014		EGKK (LGW): London/Gatwick	En route				0	PAN declared due to passenger medical emergency. Paramedics met aircraft on arrival.	
201401145	01/02/2014	14:20	EIDW (DUB): Dublin	NEVRI	EGPX : Scottish (FIR)	EGAA (BFS): Belfast/Aldergrove			PAN declared on diversion due to low fuel. Adverse weather involved. Aircraft requested a short final at the diverted airfield and was vectored for a 5nm final and given descent when available. Aircraft subsequently landed safely.	
201316002	10/12/2013	05:40	EGGW (LTN): London/Luton	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)	EGBB (BHX): Birmingham			PAN declared and aircraft diverted due to low fuel after low visibility had prevented approach at destination.	First attempt to divert was refused as airport closed due to WIP.
201307095	18/06/2013	10:09	EGMH (MSE): Manston (Civil)	EGMC (SEN): Southend	EGTT : London (FIR)			90	PAN declared due to engine problem.	The aircraft requested to return to the departing airport. It was descended below CAS and landed safely. All the relevant agencies were notified of the incident.
201400352	11/01/2014	09:55	EGKA (ESH): Shoreham	EGMC (SEN): Southend	EGTT : London (FIR)				Full emergency and aircraft return due to rough running engine.	Soon after departure aircraft reported a rough running engine. Full emergency declared. Aircraft returned.

201312172	23/09/2013	06:30	EGLL (LHR): London/Heathrow	En route	Other			350	EICAS tyre pressure message in cruise.	EICAS indicating low pressure on nr2 mainwheel tyre. Pressure continued to decrease throughout flight. A flat tyre was suspected. PAN declared at destination and normal landing followed attended by fire services who confirmed nr2 tyre was flat.
201401783	14/02/2014	19:20	EGLL (LHR): London/Heathrow	EGBB (BHX): Birmingham	EGTT : London (FIR)	EGBB (BHX): Birmingham		110	MAYDAY declared due to low fuel state following diversion.	I was working as the controller when I was handed the aircraft from TC NW diverting in. On first call it declared a MAYDAY regarding a fuel emergency and continued its diversion. The co-ordinator tied up the co-ordination with airport, meanwhile the pilot was confused with what runway he could take, he initially wanted 33 then decided to take 15. I passed the aircraft off to Tower without any further issue.
201400278	08/01/2014	20:10	EGLL (LHR): London/Heathrow	En route	Other			360	Electrical burning smell in cabin. PAN declared.	During the cruise cabin crew reported electrical burning smell between rows 14-18 in the cabin. First Officer visited the cabin and confirmed. Initial actions of the smoke checklist actioned and situation monitored for deterioration. Galley power turned off. Smell abated with options considered for diversion. Smell reduced but was still perceptible to cabin crew so pan declared and priority approach sought and flown. No further deterioration reported. Whilst actioning of smoke checklist ECAM Vent Blower Fault occurred and at 3000' on approach Vent Extract Fault triggered.
201314922	18/11/2013		EGLL (LHR): London/Heathrow	En route	CZQX1 : Gander Oceanic (FIR)			370	MAYDAY declared due to low fuel temperature.	Speed increase requested and ATC responded "increase to M.86 climb FL380", unable to climb due to low fuel temperature so speed increase cancelled by ATC. Fuel temperature dropped to -38degC. MAYDAY declared, no help from ATC. Ops contacted via ACARS and then when in contact with Iceland ATC, descent was requested, not available immediately due traffic but eventually cleared to FL340 then FL310, M.84 fuel temperature still low. Aural EICAS removed but indications remained.

201402100	18/02/2014	15:00	EGQL (ADX) : Leuchars Ab	EGPH (EDI): Edinburgh	EGPX : Scottish (FIR)	EGPH (EDI): Edinburgh		0	Poor ATC coordination at a diversion airfield following a military aircraft's declared PAN due to low fuel, adverse Wx believed to be involved.	I was on duty as the INT controller. At 1450 I received a call advising that 4 military aircraft were having difficulty getting into their intended destination and that I should expect some diversions. Military ATC did not volunteer a reason and I assumed it to be weather related. My assumption was reinforced when military ATC rang on an outside line and requested weather (visibility and cloud). I relayed the information to OPS and AIR. At 1500 I handed over the position to another controller and informed them of the possibility of diversions. As I completed the hand-over military ATC rang again with information that an aircraft (fuel priority) was diverting. I said I was completing a hand-over and that the on-coming controller would ring them straight back. I unplugged and used the SUP position to inform both AIR and OPS that a military aircraft was diverting (fuel priority). I then plugged in at the FIN position in-order to monitor the situation and assist where able. I phoned TLA sector and advised that an aircraft (FL080) inbound was routing back to the hold (TWEED) and that another should do likewise. I then coordinated the aircraft at FL090. Whilst doing this I was aware that INT had been trying to coordinate a runway with AIR and that a
201314784	16/11/2013	12:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to zero pressure in tyre nr12.	Message received that aircraft may have left tyre debris on departure runway. Crew unsure but reported zero pressure in tyre nr12 (RH main gear). Declared a PAN for arrival. TC, GS, South and Air informed.
201404798	15/04/2014		EGPD (ABZ): Aberdeen/Dyce	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared due to two spurious engine fire warnings during flight.	X2 spurious No2 engine fire warnings reported by aircrew in flight. Aircraft declared PAN and landed safely. After consultation, with manufacturer rep, No2 outboard flame detector replaced with new item due to known historic fault with detector P/N: 92552-04112-042.
201400791	23/01/2014	20:40	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			250	PAN declared due to passenger medical emergency. Paramedics met the aircraft on arrival.	

201305606	18/05/2013	15:20	EGMD (LYX): Lydd	LFAT (LTQ): Le Touquet Paris-Plage	LFFF : Paris (FIR)					PAN declared and a/c returned due to rough running engine. Flaps failed to extend on approach.	After retracting undercarriage, pilot saw the LH engine vibrating and although indications were normal elected to declare PAN and return. Flap selection failed after three attempts and a/c made a flapless landing. □ CAA Closure: □ The root cause was suspected as fouled spark plugs. No problem was found with the flaps and were function checked several times with no repetition of fault.
201316818	29/12/2013	06:25	EHAM (AMS): Amsterdam/Schiphol	EGSH (NWI): Norwich	EGTT : London (FIR)	EGSH (NWI): Norwich		260		PAN declared and aircraft diverted due to engine failure.	Aircraft declared a PAN call due to engine failure. Pilot reported a failure in engine number 2, having to shut it down. Pilot subsequently reported situation under control and requested diversion. A Planner was requested to carry out coordinations, and a/c was descended into airport. □ Supplementary 29/12/13: □ Aircraft was handed over on a diversion whilst en route, with severe engine vibration on nr2 engine, which was shut down. A full emergency was initiated and the aircraft landed safely.
201400407	10/01/2014		EGLL (LHR): London/Heathrow	En route				0		PAN declared due to passenger medical emergency. Oxygen and medicine administered. Expeditious approach, with paramedics to meet the aircraft on arrival, requested.	
201308111	07/07/2013	16:58	EGMC (SEN): Southend	EGMC (SEN): Southend	EGTT : London (FIR)					PAN declared due to faulty undercarriage indication on approach.	Aircraft carried out a missed approach and reported suspect undercarriage indication. PAN declared and second approach flown, aircraft landed with fire services in attendance.
201401939	05/02/2014	16:14	KSEA (SEA) [SEA]Seattle, Wa/Seattle-tacoma Intl	En route	EGPX : Scottish (FIR)	EGPF (GLA): Glasgow				PAN declared and aircraft diverted due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival and passenger was taken to hospital.

201400579	17/01/2014	05:40	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Short approach requested. Paramedics attended aircraft on arrival.	
201404703	17/04/2014	13:25	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)			150	PAN declared due to passenger medical emergency.	Expeditious vectors given and paramedics were requested to meet the aircraft on arrival. Three bottles of oxygen were used for patient. On arrival at stand there was a slight delay due to no stand guidance available for the aircraft. Guidance switched on as leader vehicle arrived.
201316835	29/12/2013	12:57	EGPK (PIK): GLASGOW PRESTWICK	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)				Aircraft returned immediately after departure due to a rough running engine.	Aircraft departed and elected to return due to a rough running engine. Local standby declared, aircraft landed safely. Local standby stood down by Officer in Charge Fire 3. Runway inspection completed immediately after landing and nothing was reported.
201401321	03/02/2014		EGPD (ABZ): Aberdeen/Dyce	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared and aircraft returned, after shutting down one engine, due to 'CAUT FUEL' caption during air test.	During the cruise, whilst conducting a HUMS air test, 'CAUT FUEL' illuminated with an associated 'FILT' caption on the Nr1 engine side of the fuel panel. The emergency checklist was consulted and 5/2 filter clogging warning carried out which results in shutting down the engine. Aircraft turned back toward base, procedure 2/7 carried out and nr1 engine shut down. A PAN was declared and aircraft routed back for a running landing. Aircraft landed without further incident. Test of pressure drop switch carried out, no fault apparent. Test of clogging indication nr1 engine fuel differential pressure switch found to function intermittently Pressure switch and fuel filter replaced with new component. Flight test carried out satisfactorily. This was the first flight after replacement of the differential pressure switch. □ Supplementary 03/02/14:□ During test flight, pilot had to shut down nr1 engine due to fuel filter clogging indication on fuel management panel. First flight since the fuel pressure switch replaced. Fault confirmed to be intermittent indication caused by fuel pressure switch and further air test carried out with no further fault.

201313045	10/09/2013	07:45	Other	En-route	EGTT : London (FIR)				PAN declared due to smell of burning in cockpit during cruise with loss of weather radar and Electronic Control Systems (ECS).	The aircraft returned to base where an engineer was called to investigate. The circuit breaker for the cockpit evap/vent blower was found to have popped. The cockpit vent fan was removed and found to have signs of blade tip rub. The weather radar was checked with no faults found.
201404778	20/04/2014	11:10	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			90	PAN declared due to passenger medical emergency.	Expeditious approach flown, paramedics called and arrived shortly after arrival.
201314640	13/11/2013	12:35	EGBE (CVT): Coventry	EGBE (CVT): Coventry	EGTT : London (FIR)	EGNR : Hawarden			PAN declared and aircraft diverted due to engine vibrations.	Whilst carrying out OJTI duties on the ADI position, radar informed us that an aircraft had declared a PAN with vibrations coming from the engine. He gave us the location information and informed us that the aircraft was making a straight in approach to RWY 22 and wished to land. The aircraft reported two POB. A full emergency was declared and the aircraft landed safely.
201402756	08/03/2014	16:07	EGMD (LYX): Lydd	En route	EGTT : London (FIR)	EGKA (ESH): Shoreham			PAN declared and aircraft diverted due to an electrical smell in the cockpit.	ATC advised the pilot to squawk 7700 and then contacted the airfield to advise of the precautionary landing, giving aircraft details and requesting they confirm whether two-way radio contact was established. Airfield confirmed that the aircraft had landed safely.

201406925	29/05/2014	20:48	EGSS (STN): London/Stansted	EGHH (BOH): Bournemouth/Hurn	EGTT : London (FIR)			70	PAN declared and aircraft returned due to landing gear not retracted and indicating down.	I was operating as the RITT controller when at time 2048 aircraft made a PAN call. I acknowledged this and asked for details of their problem. The pilot replied that their gear had not cycled properly and was now indicating in the 'gear down' position. She requested radar vectors back. My ATSA passed the initial information and I asked her to find out whether 26 was available (08 had been the duty runway) and what the surface wind was - with the initial thought that there was no radar available and that I could establish the aircraft onto 26 for them. Whilst the surface wind was reported as light (060/04) unfortunately airfield replied that they had no approach lighting available for 26. I therefore asked whether the pilot was happy to make a procedural approach onto 08, which she agreed to. I co-ordinated this with airfield, and having turned the aircraft back, descending, I transferred the aircraft back to airfield approach. The aircraft landed safely at time 2105. My ATSA assisted by calling D and D, and TC to let them know what the situation was. I was offered assistance by my monitoring controller colleague, however in this situation felt that traffic was light enough (one other aircraft on frequency) that I could handle the situation without splitting. □ Supplementary 02/06/14: □ Also landing gear indicating down when selected up
201401467	08/02/2014	15:50	EGLL (LHR): London/Heathrow	LAM	EGTT : London (FIR)			110	Cabin crew illness and incapacitation. Crew member became unwell during the flight and was removed from safety related duties. Crew member's condition deteriorated and a medical emergency was declared whilst holding for approach. Priority approach given.	

201401791	14/02/2014	20:00	EGLL (LHR): London/Heathrow	EGSS (STN): London/Stan sted	EGTT : London (FIR)	EGSS (STN): London/Stansted			MAYDAY declared due to low fuel state following weather diversion. Aircraft landed with fuel load less than reserve.	MLS approach was discontinued 2500' due to XWC out of limits after wind check & previous 5 consecutive A/C going around from attempted landings. Advised ATC of intention to divert. ATC instructed GA & DIV instructions. ATC then advised the airport was full & couldn't take any more diversions & offered an alternative. However, due wind at that destination on XWC limits and low fuel state (due previous excessive holding) decision made to divert to the destination already decided. ATC advised this would necessitate a PAN, which subsequently became a MAYDAY due fuel state. A/c landed safely, no incidents.
201401809	14/02/2014	20:50	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)	EGSS (STN): London/Stansted		120	Aircraft entered alternate law with associated loss of protections and ECAM. Aircraft diverted due to crosswinds at destination.	At FL120 aircraft entered Alternate Law with associated loss of protections. About 30mins prior to this we had an FCU 1 fault with was reset in accordance with QRH procedure ECAM actioned and Time, Diagnose, Options, Decide, Act/Assign, Review (TDODAR) completed. Aircraft remained in Alternate Law. Very high crosswinds at destination multiple missed approaches and diversions. After discussion of various options decision taken to divert to most into wind runway. PAN declared to ATC, wind at destination 190/27 Gust to 38 with RWY 27L. At 2050 at destination windshear was reported and forecast. Wind at intended diversion 195/31 gusting 41. Resources very stretched at diversion. At the time of failure diversion airfield was closed to diversions. Declaring PAN facilitated use of the airfield. □ CAA Closure: □ The event was the result of a co-incidence of two seemingly unrelated issues effecting the operation of the ADRs. An as yet to be identified/ rectified issue with ADR3 had resulted in only ADR1 and ADR2 to be considered by the EFCS. The EFCS compares AOA1 with AOA2 (leaving AOA3 out of comparison checks as ADR3 had been rejected). As soon as a discrepancy (icing of the water inside AOA1)
201403935	02/04/2014		EGCC (MAN): Manchester/Intl	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Priority approach given and paramedics met the aircraft on arrival.

201411728	25/08/2014	11:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					PAN declared due to passenger medical emergency. Ambulance required to remove passenger from aircraft on arrival.	
201414401	10/10/2014	23:08	EGPF (GLA): Glasgow	En route	EGTT : London (FIR)	EGTE (EXT): Exeter				MAYDAY declared and aircraft diverted due to passenger medical emergency.	Oxygen administered. Medical professionals onboard assisted with passenger. Paramedics met the aircraft on arrival.
201313557	23/10/2013	06:10	EGPD (ABZ): Aberdeen/Dyce	En route	EGPX : Scottish (FIR)			180		MAYDAY declared due to instrumentation failure and icing problems.	Aircraft was in cloud and unable to maintain altitude. On passing FL140 aircraft advised that he was in VMC, clear of icing and able to maintain altitude. Aircraft continued and agencies advised accordingly.
201409713	19/07/2014	14:10	Other	En route	EGTT : London (FIR)	Other				PAN declared and aircraft diverted due to MRG temperature high indication.	A/c called a PAN, reporting a high main gearbox temperature indication whilst en route. The crew elected to make a precautionary landing on alternative platform as they were in the immediate vicinity. The crew reported safely on deck. □ Supplementary 22/07/14:□ Crew aware of previous day's incident and PAN call made in relation to similar indications and so were monitoring MGP T&Ps throughout flight. Indications seen as normal during start, taxi, take-off, climb and cruise. Cruise Check MGB temp seen at 74 degrees. Subsequently en-route, crew observed temp rising at 79 degrees. Approx. 1 min prior to MGB OIL TEMP caption temp was seen at 97 degrees and rising rapidly. Speed reduced from 140 to 100kts. Temp continued to rise. Speed reduced to 80kts Vy. Temp increased above 109 degrees limit, turned red and MGB OIL TEMP caption displayed with associated aural warnings. Temp gauge became unreadable with amber dashes displayed. Caption acknowledged and cancelled by crew and T&Ps monitored. MGB pressure stable at 5.2 bar with no unusual noise/vibration. MGB oil temp fluctuated massively, reducing below 109 degrees back into the green, occasionally MGB OIL TEMP caption would clear and

201409906	20/07/2014		EGHH (BOH): Bournemouth/Hurn	EGHH (BOH): Bournemouth/Hurn	EGTT : London (FIR)				Aircraft returned due to fumes in the flight deck.	After take-off all crew members noticed a fumes smell in the cockpit. Fumes in cockpit actions from the Emergency Checklist were carried out. A PAN was declared and a VFR recovery back to base was carried out without further incident. The smell was described as oily/waxy and deemed to be associated with engine rather than electrical. Update: After extensive investigation of reported defect including electrical and avionic system check, engine power assurance and pressurisation check unable to produce the reported fumes and smell in the cockpit/cabin, details of all work carried out are under Technical Report. The aircraft was released for selected check flight without any reported defect.
201409887	22/07/2014	05:55	EGLC (LCY): London city	En route	EGTT : London (FIR)			0	PAN declared due to cabin crew injury. Cabin crew member was knocked from their feet and hit their head during descent in light turbulence. Priority arrival made. Paramedics attended aircraft on arrival.	
201405264	29/04/2014	04:20	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared due to passenger medical emergency.	Passenger fainted and suffered with sickness. Medlink consulted.
201401674	11/02/2014		EGKK (LGW): London/Gatwick	En route				0	Passenger medical emergency. Oxygen administered. Medlink contacted. Emergency medical kit opened. Aircraft continued to destination. Paramedics met aircraft on arrival.	

201312168	24/09/2013	09:16	EIWF (WAT): Waterford	EGJJ (JER): Jersey, Channel Is.	LFRR : Brest (FIR)				Emergency declared due to low oil pressure on RH engine. Aircraft returned.	Pilot reported low oil pressure on RH engine. Aircraft returned and landed safely. Initially local standby declared but upgraded to full emergency.
201312203	24/09/2013	14:28	EGLL (LHR): London/Heathrow	EGKK (LGW): London/Gat wick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			PAN declared due to the possibility of landing with less than reserve fuel following diversion.	The estimated arrival time (EAT) given by ATC at destination was 29mins, this was too long in the hold for the amount of fuel available. Requested diversion and PAN declared for expeditious landing. QRH actioned as less than 2000kg in one tank.
201402612	05/03/2014	08:14	EDDV (HAJ): HANNOVER	En route	EGTT : London (FIR)			240	MAYDAY declared and aircraft returned due to pressurisation problems.	AS LAS E, I was informed by the next sector controller that the aircraft had declared a MAYDAY and was descending with a presumed pressurisation problem, we split the sector. The aircraft was reluctant to take a frequency change to TC so worked aS12 at FL100 for some time before being transferred to TC for a return to departure airport. □ Supplementary 06/03/14: □ Airborne return due to excessive cabin altitude. Following excessive cabin altitude aircraft descended to 10000ft and returned. Normal landing with fire services in attendance. Debrief by DFCM & TDM prior to transfer to BCG to resume service. Excessive cabin altitude, ECAM/QRH actioned, , emergency descent performed to FL100. In climb, passing approx. FL150, ft crew noticed the cabin vertical speed was higher normally expected. A/C rate of climb was reduced to 1500ft/min passing approx FL200, indications still looked abnormal so a level off at FL240 was requested. All valves showed closed on ECAM but cabin alt continued to increase. Mayday declared, in the descent cabin alt. reached approx. 10500ft. Cabin masks did not deploy. At FL100 cabin alt stabilised at 3000ft. drills and briefings completed return LHR. Suspect possible leak from recently installed cargo seal. Pressurisation was controllable below FL100. Normal landing and A/C assessed after vacating by fire services. Aircraft taxied to stand. □ Supplementary 06/03/14: □ Seal fitted in wrong orientation - holes to outside of
201402166	22/02/2014	22:50	EGLL (LHR): London/Heathrow	En route	Other			350	PAN declared due to passenger medical emergency/death on board.	Cabin crew administered CPR and defibrillator. Medlink contacted and two doctors onboard attended. Suspected heart attack. PAN declared at Operator's request for medical assistance on arrival. Aircraft met by police, paramedics and ambulance service.

201401209	23/01/2014	15:00	EGNR : Hawarden	EGNR : Hawarden	EGTT : London (FIR)			100	Rear Bay Overheat' warning. MAYDAY declared and aircraft returned.	Climbing through FL90 for FL100 whilst on a radar hdg 280deg, a burning smell was detected and shortly before reaching FL100 a 'Rear Bay Overheat' annunciation was illuminated accompanied by a master warning. Whilst the aircraft was cleared to FL350 and given a new heading of 200deg the pilot elected to maintain FL100 and turned on to the new heading advising ATC that the aircraft had an emergency caption of a 'Rear Bay Overheat' and that they would maintain FL100 and to standby whilst they addressed this issue. At this point the PF took responsibility for the RT, whilst the PNF addressed the issue. Approx 3 minutes later with the caption illuminated and a 'Pack' light illuminated the PF declared an emergency requesting a return. At this time ATC cleared the aircraft to FL65 and to squawk 7700. During the descent the PNF completed the procedure iaw the QRH and both lights were extinguished. The PF then requested to downgrade the emergency to a PAN and was advised by radar to contact airfield ATC. On contacting ATC the pilot informed ATC the earlier emergency had been resolved and wished to cancel the PAN call. ATC acknowledged the request providing the crew with a new squawk and further descent and offered a radar
201400845	26/01/2014	04:15	EGLL (LHR): London/Heathrow	En route	Other			300	PAN declared due to hydraulic fault and lower than planned fuel remaining on arrival.	During the cruise the EICAS msg HYD QTY LOW R displayed. The HYD quantity had dropped to 0.39 and was slowly dropping at a rate of 0.01 every 40 seconds. Maintrol were consulted and the QRH procedure for HYD PRESS SYS R was run in order to save the pumps from damage. The aircraft began flying left wing down. After troubleshooting with Maintrol the pumps were turned back on and the EICAS msg HYD PRESS PRI R displayed, quickly followed by HYD PRESS SYS R. The QRH procedure was actioned and the HYD PRESS SYS R remained displayed with the result being both pumps being turned off. The aircraft remained flying wing down. A PAN was declared at destination due to the aircraft's technical problems and having lower than Planned Remaining fuel. A normal Autoland was carried out and the aircraft was taxied to stand. Engineering investigation found that RH hydraulic system had sustained a total loss. On investigation found right system return pipe on rear spar elbow nut very loose, able to spin nut on union. □ Supplementary 26/01/14: □ Aircraft declared PAN on first contact with ATC due to fuel shortage. Coincidentally the pilot also reported that the aircraft had lost one of its hydraulic systems.

201406530	22/05/2014	13:30	EGLL (LHR): London/Heathrow	EGBB (BHX): Birmingham	EGTT : London (FIR)	EGBB (BHX): Birmingham			PAN declared due to low fuel state following weather diversion and hold request.	I was working as the TC controller when the aircraft diverted in due to fuel. There were already a number of arrivals ahead of this aircraft and they were having to hold for a short time at holding point to sort out the landing order as the weather had prevented them being positioned into an orderly stream. The aircraft was informed that there would be a short hold due to traffic. A short time later he called a PAN due to fuel and requested a straight in for Rwy 33. This was acknowledged, Approach were informed and the aircraft was transferred to them. □ Supplementary 27/05/14: □ Weather event at destination caused air holding EATs beyond our fuel capability. Diversion to alternative airport actioned. PAN declared due ATC request to hold. Given priority straight in RNAV approach to Rwy 33. Uneventful landing with 2.1 tonnes remaining. Fuel and go for return to original destination.
201403297	19/03/2014	17:45	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201406856	29/05/2014	07:00	EGLC (LCY): London city	EGSS (STN): London/Stansted	EGTT : London (FIR)	EGSS (STN): London/Stansted		130	PAN declared due to hydraulics failure. Aircraft diverted.	Aircraft declared a pan due to a system hydraulics failure. A/c elected to divert. Took up hold and then landed safely.

201404851	22/04/2014	10:33	EGPB (LSI): Sumburgh	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)				Pilot declared PAN due to PNF being physically sick.	They were instructed to squawk 7700 and given priority routing for a single pilot IFR approach. They landed safely.□ Supplementary 22/04/14:□ During the return sector and while being radar vectored for the instrument approach on runway 09 the PNF (pilot not flying) in the left hand seat, stated he felt ill - he then vomited into a bag and partly over himself and the aircraft. I made 2 attempts to communicate with him, the PNF did not respond so I assumed pilot incapacitation and acted accordingly. The PNF then vomited again. I elected to continue and fly a single pilot approach and landing having already declared a pan call and requested medical assistance at the terminal. The PNF told me he had briefly passed out after the first bout of sickness (something that was difficult to assess at the time as his posture was upright and his eyes were not visible behind sunglasses). The approach was then flown single pilot and the weather was such that it permitted a visual break to runway 06 where the aircraft landed and taxied to the terminal all without further event. The aircraft was shut down normally and medical attention provided by the attending emergency
201403786	31/03/2014		KLNK (LNK) [LNK]Lincoln,Ne/Li ncoln	EGUN (MHZ): Mildenhall	EGTT : London (FIR)				Emergency declared and aircraft returned due to hydraulics problems.	Aircraft informed me whilst climbing that he had developed a technical problem (Hydraulics). This became an "emergency" although following prompting he didn't declare a PAN or MAYDAY. I ensured the ac was squawking 7700 prior to handover to afford a higher priority. The ac was vectored over the north sea to dump fuel and transferred to frequency.
201414423	12/10/2014	10:01	EGPO (SYY): Stornoway	En route	EGPX : Scottish (FIR)	EGNT (NCL): Newcastle		100	PAN declared and aircraft diverted due to flight crew illness.	A 7700 emergency squawk appeared descending rapidly from FL250, the aircraft turned left and south east descending to FL100. ATC called with a PAN handover on aircraft with suspected hypoxia, the aircraft was identified and given descent to FL80. Aircraft came on frequency and was initially vectored towards airport for a visual approach. Other aircraft called to say that he was with aircraft (on the wing) and would wait until aircraft was on the ground before heading on as originally intended. Aircraft called visual and was transferred to the tower where the aircraft landed safely.
201404007	03/04/2014	23:00	EGKK (LGW): London/Gatwick	En route	LFFF : Paris (FIR)			380	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201412088	31/08/2014	00:05	Other	En route	EGTT : London (FIR)				Tail rotor chip caption.	On routing towards a task in straight and level flight at 950ft QNH (limited to 1000ft QNH by ATC), a TR chip caption illuminated. Actions iaw with FRC's. Fuzz burn carried out and caption reappeared again almost immediately. PAN declared, direct routing toward base and climb requested. After approximately 20secs caption then cleared. Non eventful landing made back at base. Engineering advice sought.
201409864	18/07/2014		EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Emergency medical kit opened. Request made for paramedics to meet aircraft on arrival.	
201412545	07/09/2014	10:40	EGXW (WTN): Waddington	EGHB : Maypole	EGTT : London (FIR)	EGHB : Maypole			MAYDAY declared and aircraft diverted due to instrument loss in IMC conditions	Aircraft called MAYDAY with 'limited panel' and no IMC rating. A/C non Transponder equipped. Acknowledged MAYDAY, confirmed position and POB. Imposed R/T silence. A/C stated he was approaching Sheerness and asked what his options might be. Was told that possibly best option was to land at nearest airfield. West FISO called D&D to explain situation, and also airfield to ensure they would be ok to take a/c. Replied yes. Asked a/c if he could accept freq change - Yes - gave him airfield freq and he transferred to them. Waited to ensure they had good 2-way and took r/t silence off. Subsequently a/c landed safely at another airfield. The first airfield controller then said he was 'lost in cloud'. Supplementary 07/09/14: At 1059z whilst operating the radar position I received a phone call from FIR south, at the same time the pilot of aircraft established communications with me stating lost control of the aircraft and instruments and not instrument rated. FIR remained on the phone whilst I offered assistance, established further details from the pilot and through colleagues initiated full emergency procedures. Identification of aircraft had not yet been achieved but the aircraft was believed to

201411945	26/08/2014	14:33	EGOW : Woodvale	En route	EGTT : London (FIR)	EGNO : Warton			MAYDAY declared and aircraft diverted due to fuel caption problem.	Aircraft was operating in the local area in receipt of a traffic service. He called MAYDAY with a fuel caption problem. The MAYDAY call was acknowledged and the pilot asked for his intentions. The pilot elected to divert. Runway, QFE, and wind information passed. POB ascertained. Pilot visual with airfield. The exact nature of the problem was established (the caption indicated he only had 3 mins fuel remaining). The pilot completed a glide approach and landed safely at 1436. D&D and ATC informed. □ Supplementary
201408693	29/06/2014	02:00	EGBB (BHX): Birmingham	En route				370	PAN declared due to cabin crew injury and incapacitation. Crew seat retracted as cabin crew member sat down, cabin crew member fell to the floor reactivating a recent back problem. Medlink contacted. Priority approach flown. Ambulance attended on arrival.	
201401446	07/02/2014	15:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			150	PAN declared due to passenger medical emergency. Paramedics met aircraft on arrival to stand.	

201403098	15/03/2014	15:30	EGLK (BBS): Blackbushe	EGLK (BBS): Blackbushe	EGTT : London (FIR)				PAN declared and aircraft returned due to rough running engine.	I was on duty as the controller and the workload was high on a busy sunny Saturday. At approximately 1544 the aircraft reported a MAYDAY. The MAYDAY was acknowledged and the pilot declared a "rough running engine" with common (disused) in sight but he wished to continue his flight to return to base airfield as he believed that he could maintain height. I offered the pilot navigational assistance to fly direct to the airfield and made him aware of the local airfields available. I instructed the pilot to squawk 7700 and vectored a "base" aircraft to shadow his progress due to his very low altitude. I was very ably assisted by my ATSA an ATCO colleagues with en route coordination and information dissemination. A/c landed safely at 1554.□ Supplementary 20/03/14:□ The captain, an instructor, was training a student on practice forced landings. On the climb out a loud bang was heard from the engine along with severe rough running of the engine and vibration. The instructor took control, levelled off and reduced power to 2300RPM. Rough running and vibration continued at the same level. The instructor climbed to a safer altitude, 1500ft to give a better choice of field for a forced landing and a mayday call was made to ATC
201402575	04/03/2014	13:00	EGGW (LTN): London/Luton	En route	EGTT : London (FIR)			300	PAN declared due to passenger medical emergency. Passenger fainted during descent. Oxygen administered. Paramedics requested to meet aircraft on arrival.	
201404875	19/04/2014	16:05	EGHH (BOH): Bournemouth/Hurn	Branscombe Airfield	EGTT : London (FIR)	Other (Branscombe)			UK Reportable Accident: On declaring MAYDAY due to misfiring engine, aircraft carried out a forced landing following an aborted landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure:□ The aircraft's engine began misfiring during flight. The pilot made two attempts to land at a nearby airstrip but on each occasion the aircraft was high and had to go around. After the second go-around, the engine stopped and the pilot made a forced landing in a ploughed field. The nosewheel dug into the surface, causing damage to the aircraft. The pilot reported that a blocked fuel filter may have been the cause of the engine misfire and eventual stoppage. AAIB Bulletin 08/2014, Ref: EW/G2014/04/12.

201406928	30/05/2014	09:10	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	EGNX (EMA): NOTTINGH AM EAST MIDLANDS	EGTT : London (FIR)	EGPE (INV): Inverness		190	Operator incapacitation.	While on A survey line at FL190, while on oxygen crew the operator started feeling light headed. Informed ATC that a descent was required. While descending through FL170 I noticed the operator had become pretty unresponsive. Declared a PAN on 134.3 and informed them that I was diverting. Emergency descent initiated in good VMC. Operator was slumped in seat I suggested he lay on the floor which he managed to do by falling out of the seat. Oxygen was left on and joined left base for runway 23. Normal landing expected. □ Supplementary 30/5/14: □ The aircraft was pre noted having given a pan call to them due to a member of crew who has passed out. The aircraft descended visually and landed safely with medical assistance waiting.
201403201	17/03/2014	08:15	KEWR (EWR) [EWR]Newark,Nj/N ewark Liberty Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		340	PAN declared due to hydraulic leak. Aircraft diverted.	Aircraft called on S35 after passing CPT stating he had a right hydraulic leak and needed to divert. A/c was put on a heading for tactical reasons. He then stated he needed to dump fuel for 6-7 mins but did not require any special handling and the landing would be normal. A/c was taken to hold and dump fuel. On completion he was given an arrival. En-route a/c declared a Pan which was acknowledged. On transfer to S20 the A/c descended below the level of the UAR and was given a deconfliction service by the controller. The pilot did not seem to understand this term. A/c continued with no further issues.

201403334	20/03/2014	10:30	KEWR (EWR) [EWR]Newark,Nj/N ewark Liberty Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		0	Alleged use of PAN to override slot rules into diverted airport. PAN had been declared due to nr2 engine heater probe indication.	At 1050L a call was received by the DMA (Duty Manager Airside) through both Stand Allocation and VCR Supervisor to advise that a ferry flight was requesting to divert, due an 'engine probe indication'. At this time inbound air holding at diverted airport was exceeding a peak 30 mins and 20 mins average. Arrivals flow regulation had been applied at 34/hr by Terminal Control to try and tactically manage the delay and number of aircraft in the hold and on-route. A Helimed 4nm east from the arrivals runway was expected to lift causing further delays. As a result the divert request was declined by the DMA and the message given that the aircraft should make alternative arrangements. At 1100L the DMA was advised by the ATC Supervisor that the aircraft had declared a PAN, the aircraft began squawking 7700 shortly after, and that they had declared the airport as their preference. The DMA requested that the standard message requesting aircraft to consider 'other alternates' be communicated to the aircraft. No change was made to their preference and the aircraft continued on its flight path to the diverted airport. At 1131L an LSB was declared by the ATC Supervisor for the aircraft due a 'no.2 engine intake temperature sensor problem'. The aircraft landed and safely vacated runway 27R at 1153L with full AFS attendance. After talking to the AFS on frequency
201315044	21/11/2013	10:44	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			150	PAN declared due to fumes in the mid galley.	Fire services attended aircraft on arrival. Engineer investigation found failure of the upper forward recirculation fan bearing.

201403428	22/03/2014	10:38	EGPB (LSI): Sumburgh	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)				PAN declared due to nr1 engine chip warning. Aircraft returned.	<p>Aircraft was operating low level on a VFR training sortie when at time 1038 they called PAN PAN declaring an engine malfunction and return. They were instructed to squawk 7700, which they did and returned for a VFR arrival. One engine was shut down but no further assistance was required. They landed safely at time 1101.□</p> <p>Supplementary 22/03/14:□</p> <p>At 1038 radar called to inform me aircraft was north of the CTR returning to the field after declaring a PAN due to an engine malfunction. A full emergency was initiated. I was then informed aircraft had shut down one engine and was flying on his number 2 engine only, which was passed onto the fire chief. Aircraft landed safely with the AFS remaining in position until he shut down. The full emergency was stood down at 11.09.□</p> <p>Supplementary 22/03/14:□</p> <p>During a continuation training sortie as the aircraft came to a relative hover alongside a local ferry the ENG 1 CHIP caution illuminated intermittently. We immediately diverted the aircraft and during the transition to cruise flight the ENG 1 CHIP caption remained on. The EOP was consulted which resulted in the aircraft returning with the affected engine at</p>
201314068	31/10/2013	13:15	OMDB (DXB): Dubai/Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			120	PAN declared due to disruptive passenger. Aircraft returned after jettisoning approx 16500kg of fuel.	<p>Passenger was physically abusive towards two cabin crew members and one passenger. Passenger restraint kit used and police met the aircraft on arrival.</p>

201316729	23/12/2013	21:30	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				Weather missed approach and diversion leading to MAYDAY for low fuel state.	Following go around at aircraft informed me in the event of go around required immediate diversion. I informed the GSA when the aircraft was on finals. He went around and got climb to 6A. He continued on this heading repeating his request for divert which was not approved by diversion airfield at this stage which I informed him about. Then he declared a mayday (Fuel) and I got a heading and level to give to SW. He asked for further climb which I tried to coordinate but SW could not give, I tried to put him on 7700 but was stepped on and eventually TMA put him on the 7700 Squawk diverting to eventually landing. Other factor affecting this was other go-around requesting diversions, blocking of the runway by departing aircraft that was to vacate the runway but went up the wrong taxiway and was infringing the runway therefore all aircraft on finals were being broken off. □ Supplementary 23/12/13: □ Extra fuel carried due forecast (strong wind). On arrival at destination, 10-15mins delay. Due to the high winds, the first approach was discontinued when it became unstable after a strong gust. Aircraft repositioned for another approach. Another aircraft blocked the runway necessitating another
201312142	19/09/2013	14:30	EGNT (NCL): Newcastle	En route	Other			240	Erratic LH engine torque indications. Aircraft returned.	Flight conditions were smooth with very light icing conditions. Airframe and engine anti-ice was selected accordingly. Without warning flight crew noticed an apparent drop in LH engine torque indication from 55% to approx 23%. Power levers had not been moved and there was no apparent yaw. No ice was apparent at that time. Decision was made to divert and PAN was declared as a precaution. Abnormal torque indications persisted during return. Normal indications appeared to resume at approx 3000ft. □ CAA Closure: Indication problem caused by faulty nr1 torque bridge. Torque measurement transferred to torque bridge nr2. Information passed to TC Holder.

201401700	12/02/2014	16:45	EGGP (LPL): Liverpool	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		80	PAN declared due to low fuel state following weather diversion.	Due to strong winds and windshear on the approach for the ILS RWY 27, a go around was conducted from 20ft. The fuel level at this point was approx 2400kg and due to no improvement in the weather over the next 10 minutes a diversion was initiated. Whilst holding at "MIRSI" and being told we were number ten in the queue to land it became apparent that we could possibly Land with below Final Reserve Fuel and therefore an Urgency Radio Call was made (PAN PAN PAN call) due to low fuel state at which point we received priority radar vectors to land. We Landed with 1100kgs of Fuel, slightly above our Final Reserve of 981kgs. Severe winds were also experience on the diversion approach.
201402046	14/02/2014		EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)	EGSS (STN): London/Stansted			Two go-arounds flown due to windshear, PAN declared and aircraft diverted.	Approach made with 3.5T in tanks, winds were from direction 200, gusts up to 40kts. On approach, winds were approx 200/70, dropping to approx 50 at 1000ft. Initially 160kts was selected. Managed speed was attempted at various points along the approach, but magenta speed jumped to Vmo minus 5kts (an increase of 40kts). In view of the proximity to Vmo and the moderate turbulence, Vapp plus 10 was selected. Passed the 1000ft gate configured, with a possibility of Vapp plus 20 being exceeded (transitory gust). At approximately 600ft RA, aircraft lost 25-30kts (PFD showed 15kts below VLS). Windshear auto callout was signalled, TOGA applied, Autopilot disconnected by CM1 to accelerate the pitch up. Out of shear, normal go around flown. Some aircraft were making it in, most were going around. Had another go straight away (memory of this one is a little less). Similar story. Managed speed was impossible (it was jumping up to 190plus knots). Selected speed for the approach, talked about reducing after 1000ft. At 200ft, windshear go around flown, 2.3T in tanks. Preferred diversion not accepting aircraft, so declared a PAN and diverted. Approach less turbulent, able to fly managed speed (was expecting managed speed to
201400348	11/01/2014	17:45	EGLL (LHR): London/Heathrow	En route				380	PAN declared due to passenger medical emergency. Expeditious approach flown.	

201401713	14/02/2014	05:40	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			400	PAN declared due to flap/slats problem.	The aircraft declared a PAN as it was having problems with flaps. Said he was able to land and clear runway but full runway length would be required. All relevant parties informed. □ Supplementary 17/02/14: □ Approx 10 min prior to top of descent EICAS "SLATS DRIVE". ECL completed, PAN declared, intentions passed to destination airport ATC and NITS brief completed with ICM. Uneventful landing made. Vacated at B and stopped, talked with Fire Services, PA "Cabin Crew Normal Operations" made then taxied to stand. Excellent input from both FO's and positioning Engineer, during and afterwards, debriefed with Cabin Crew prior to disembarkation. Investigation under 201401886
201404300	10/04/2014	11:08	EGPM (SCS): Scatsta	Brent D platform	EGPX : Scottish (FIR)				PAN call due to severe vibration. Aircraft returned.	I was radar controller when aircraft reported severe vibration was returning to platform. I asked aircraft if they wished to declare and they declared a PAN. I instructed aircraft to squawk 7700 when able and informed all relevant agencies. Aircraft report landed safely and shut down. □ Supplementary 10/4/14: □ Unusual vibration felt after take-off from platform. Climb continued to 2000ft to establish if the vibration would decrease with increased airspeed. The vibration continued. A pan call was made declaring the nature of the emergency, number of POB and intention to return. Pan acknowledged and transponder code 7700 selected. The vibration continued during the descent. Tail rotor authority confirmed before landing. Aircraft shutdown for further investigation. Engineers winched down later in the day. After investigation and air-test the next day, aircraft returned without passengers. Further investigation to aircraft continued. OIM and passengers briefed by both crew and engineers. □ Supplementary 14/4/14: □ The vibration was described as a rumbling cobblestone type vibration normally associated with a 4p vibration and there were no other abnormal indication or captions. The mornings flights were

201402435	28/02/2014	15:32	GMMX (RAK): Marrakech/Menara	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)			310	PAN declared due to problems with the navigation system.	I had just taken over as the 5 and 23 lanner and was on the telephone to Sector 29 when I overheard the aircraft declare a PAN. He stated that he had a problem with his navigation system. he did not need to divert to the nearest airfield but wanted to return. The aircraft was able to navigate to individual waypoints but unable to use the ILS, NDBs or VORs. After a few minutes the aircraft informed us that he would need to hold for up to an hour. All this information was passed to Wal sector and they were happy to take the aircraft at FL200 as standard. The aircraft was handed over to Scottish at 1543. □ Supplementary 28/02/14: □ On climb out at about FL230 we had a failure of both multi mode navigation controllers, with all 4 windows displaying "PNL FAIL". The same fault had occurred on this aircraft some days previously and we had had a brief discussion before departure as to what our options would be should the same fault reoccur. We continued climbing up to FL310 whilst I (PM) made a quick call to Maintrol and OPS. As suspected, the best course of action would be to return where the weather was known to be good and we had a spare aircraft and engineering support. So, we decided to declare a PAN (as we had no immediately obvious
201402222	11/01/2014	15:45	EGLL (LHR): London/Heathrow	En route	Netherlands, Kingdom of the			380	PAN declared due to passenger medical emergency. Medlink contacted. Priority approach requested. Paramedics requested to meet aircraft on arrival.	
201404836	20/04/2014		EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	

201401977	18/02/2014	15:40	EGGW (LTN): London/Luton	En route	EGTT : London (FIR)			350	Decompression whilst carrying out an air test.	EXS053H was doing an air test in the Humber Sector at FL350. After starting the test, the Pilot requested FL100. I gave him initial descent & asked if it was a technical issue. Pilot said he had a decompression, but it was just a slow pressure leakage. I instructed them to squawk 7700 & got a Planner in for assistance. The aircraft requested a return to EGGW. Aircraft transferred to London Mil at FL100. □ Supplementary 20/02/14: □ Conducting 2nd Check-Flight, post 'C-Check' of the day. Actioned item 4.5.2 on Check Flight Schedule "Safety Valve" during which the outflow valve is manually driven closed to record the limit maximum pressure. Test appeared normal and item 5 "HIGH MACH" commenced. Almost immediately received EICAS "CABIN ALTITUDE" warning. Unable to control pressurisation in any mode. Rapid descent to FL100 carried out. ATC requested squawk 7700. Cabin RoD was approx 1500fpm and aircraft RoD was approx. 6000 fpm & cabin altitude was contained at approx, 10000ft, so Passenger Oxygen mask drop did not activate. Nevertheless, 3 sets of masks did deploy. Post flight, the lower Pressure Relief valve was found stuck open. Both valves replaced and satisfactorily re-tested in flight.
201402239	25/02/2014	09:25	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			370	PAN declared due smoke in the cabin. Believed to be an electrical problem.	Aircraft declared PAN with smoke in cabin. Believed electrical problem. TC informed. □ Supplementary 26/02/14: □ Loud bang and smoke in cabin. Approaching TOD cabin crew reported a loud bang and smoke emanating from the area of galley above stowage 323. This coincided with an EICAS message 'ELECT UTIL BUS R'. The QRH was actioned however, considering the circumstances in galley 2, we elected not to reset power and consequently left the R UTIL switch OFF. The cabin crew took the jemmy from the flight deck to prise open a panel and discharged approximately half a BCF into the affected area. The smoke dissipated, we declared a PAN, continued expeditiously and landed without further event. The aircraft was followed by fire services who examined the affected area with heat imagery etc after the passengers had disembarked. Engineering were updated on the descent with a quick RT call and also met the aircraft at stand 539. Passengers were not, amazingly, aware of anything untoward. Aircraft had report of loud bang in galley 3 with report of smoke from above stowage 323. BCF fire ext used. Simultaneously a bang was heard, flight crew report 'ELEC UTIL BUS R' EICAS. Fire services thermal

201400350	11/01/2014	12:08	LSGG (GVA): Geneve/Cointrin	En route	EGTT : London (FIR)			150	PAN declared and aircraft returned due to cabin crew head injury sustained during the climb.	The crew member had stood up quickly and struck her head on a door canister with considerable force causing bleeding and disorientation. Her condition deteriorated fast and the decision was made to return. Paramedics met the aircraft on arrival.
201305664	20/05/2013	06:00	EGPH (EDI): Edinburgh	EGBB (BHX): Birmingham	EGTT : London (FIR)	EGBB (BHX): Birmingham		140	PAN declared due to hydraulic fuel leak. Aircraft was diverted and landed safely.	
201404762	19/04/2014	19:55	EGKK (LGW): London/Gatwick	En route	LIRR : Roma (FIR)			380	PAN declared and diversion initiated due to cabin crew illness and incapacitation.	Oxygen was administered and crew member removed from safety related duties. Diversion was cancelled as a recovery was apparent but paramedics were requested to meet the aircraft on arrival.
201305898	24/05/2013	07:20	ENGM (OSL): Oslo/Gardermoen	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				UK Reportable Accident: On departure, engine cowlings fell onto runway. One engine shut down and a/c returned. Passengers evacuated via emergency slides. 80 POB, no injuries. A/c damage to be advised. AAIB Field investigation.	Initial AAIB investigations (Special Bulletin S3/2013) found that the fan cowl doors from both engines detached as the a/c departed the runway during take-off. This punctured a fuel pipe on the RH engine and damaged the airframe and some systems. The crew elected to return and on the approach to land an external fire developed on the RH engine. The LH engine continued to perform normally throughout the flight. The RH engine was shut down and the a/c landed safely and was brought to a stop on the runway. The emergency services quickly attended and extinguished the fire in the RH engine and the passengers and crew evacuated the a/c via the escape slides without injury.
201312345	27/09/2013	09:30	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				PAN declared due to nr2 engine restricted to idle thrust with slats deployed.	During departure climb ECAM status displayed 'REV 2 and THR 2'. Also displayed 'When slats out eng 2 idle only'. PAN declared on approach due to single engine approach and possibility of single engine go-around. Believe problem was EEC 2 failure.
201405100	24/04/2014	09:26	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)			150	PAN declared due to engine stall warning.	Engine was running on idle and was available for use if needed. Normal Approach was executed.
201405107	25/04/2014	17:28	EGNT (NCL): Newcastle	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)				PAN declared due to reduced flap operation.	After electing to go around from an ILS approach the pilot made a pan call due to reduced flap operation. Tower ATCO instigated a full emergency and the aircraft landed safely from a second ILS approach.

201409434	14/07/2014	05:35	EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Medlink contacted. Ambulance was arranged to meet aircraft on arrival.	
201409766	20/07/2014	07:00	EGKK (LGW): London/Gatwick	Not specified				0	PAN declared due to passenger medical emergency. Medlink contacted. On board doctor assisted. It was recommended that passenger received medical assistance on arrival.	
201412445	04/09/2014	14:02	Other	EGTE (EXT): Exeter	EGTT : London (FIR)	EGTE (EXT): Exeter			PAN declared due to gearbox failure.	PAN call received due to gearbox failure, requesting land. Aircraft given position of aerodrome and cleared to join directly on right base for runway. Details passed to ADC when visual aircraft and transferred to ADC on frequency. Aircraft landed safely.
201412396	31/08/2014	08:33	Unknown	EGTB : Wycombe Air Park/Booker	EGTT : London (FIR)	EGTB : Wycombe Air Park/Booker			PAN declared due to rough running engine.	Aircraft called a PAN with rough running engine intending to divert in. The aircraft joined downwind LH. Traffic information and co-ordination with gliders given. Local standby called. Aircraft landed safely. Local standby stood down.
201412601	07/09/2014	09:59	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	In cruise pax complained of pain from swollen leg, Medlink contacted. Day before flight passenger had slight rash and swelling in lower left leg. In cruise, symptoms deteriorated into significant pain, swelling, rash and hot leg. Medlink advised intravenous antibiotics req before onward connection. Medlink called. Pan declared.
201412068	29/08/2014	18:20	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	

201315679	03/12/2013	12:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				R/W27L Glide Path had not been switched on in time for aircraft on final approach to R/W27L.	One of the aircraft on final approach had declared a medical emergency PAN. ATC had been focused on dealing with a tail strike on R/W27R. Tail strike incident is subject to AAIB AARF investigation, see 201315729. Investigations revealed that the Supervisor became busy with operational phonecalls, one of which was the GS airports asking for the full ILS on 27L for inbound traffic due to 27R not being available, and incorrectly instructed AIR South to switch on the ILS (instead of calling TELS to turn on the GP). The Aerodrome information screen was in the process of being re-booted so there was no visual reference that the 27L ILS was localiser only. 2 aircraft were established on final approach and there was no reason to suspect they were not established on the ILS. □ CAA Closure: □ The Supervisor was distracted by operational phonecalls as a result of a tail strike and the subsequent declaring of an Aircraft Ground Incident. Aircraft were required to use 27L due to the incident but the 27L ILS was not switched on in time for the inbounds. Appropriate ATC unit action has been taken.
201411724	24/08/2014	13:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Medlink contacted. Oxygen and medications administered. Ambulance met aircraft on arrival.	
201407629	10/06/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Emergency medical kit opened. Aircraft landed without incident.	
201300067	05/01/2013	07:50	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Emergency declared following go-around due to flight control issue.	The a/c landed without incident.

201404237	26/03/2014	13:55	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			70	PAN declared due to passenger medical emergency.	Oxygen administered and expeditious arrival enabled. Paramedics met the aircraft on arrival.
201411905	28/08/2014	05:30	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201409779	21/07/2014	09:28	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared during descent due to passenger medical emergency. Passenger subsequently became more responsive during base leg approach. PAN cancelled.	
201408178	22/06/2014	14:50	EGEO (OBN): OBAN	En route	EGPX : Scottish (FIR)	Other (Bute)			PAN declared and aircraft diverted due to rough running engine. Suspected carburettor icing.	Aircraft called on frequency 119.875 (Scottish FIR) at time 1440Z, northwest of Largs routing via Bute overhead to Oban. Altitude reported was 2,500ft on Glasgow QNH 1023. At time 1450Z (approx), pilot declared PAN PAN due to a rough running engine, unable to achieve more than 4200 revs and advised that he was 5 NM from Bute and intended to divert to Bute airfield. I asked the pilot to squawk emergency code 7700 if able, then advised D & D and the Ops Sup. The pilot reported joining downwind at Bute, then reported on 1 mile final. Pilot later called Glasgow to advise that he had landed safely and Glasgow passed this on to the Ops. Sup. Pilot called on FISO frequency 119.875 again at 1600Z overhead Bute and preparing to fly to Oban. He advised that the engine problem was believed to have been caused by carburettor icing, possibly due to his proximity to cloud, and anticipated no further problems en route to Oban. □ Supplementary: 02/07/2014 □ En route, the engine began to run roughly when approximately three miles west of Inverkip Power Station at 3000ft. Being unable to maintain altitude and being over water and unfamiliar terrain, I declared a PAN to ATC with whom I was currently under Basic Communication with. I squawked 7700. M
201408292	23/06/2014		EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.

201316300	16/12/2013	14:36	EGNH (BLK): Blackpool	25nm NW EGGP	EGTT : London (FIR)			60	PAN declared due to a fuel pressure problem in the LH engine. A/c returned.	ATC advised that aircraft on a training flight had declared a PAN at FL60 due to a fuel pressure problem in the port engine. Aircraft opted to return and was vectored for an ILS approach. A full emergency was declared. □ Supplementary 16/12/13: □ Aircraft advised ATC that he had an Oil Pressure engine warning and wished to return. The request was approved and when asked, the pilot confirmed he was declaring a PAN. The POB was requested (2), along with any other information that might affect the flight. The pilot was happy to take a frequency change and landed safely shortly after.
201316333	17/12/2013	09:05	Other	En route	EGPX : Scottish (FIR)				Intermediate gearbox caption during flight.	XMSN' caption briefly illuminated in cruise. After 1min illuminated again with an associated 'IGB.T' caption. Too brief to do a line test. Aircraft returned and PAN declared. During return illumination long enough to do a line test which passed. Investigation under 201316489.
201411857	03/09/2014	19:58	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	En route	EGTT : London (FIR)				Serious Incident: Pilot reports and emergency calls during descent and approach due electrical system problems. Subsequent full evacuation. POB to be confirmed. AAIB Field investigation.	
201405142	25/04/2014	14:40	EGKK (LGW): London/Gatwick	En route	Other			320	PAN declared for passenger medical emergency.	Paramedics met the aircraft on arrival.

201405259	29/04/2014	09:37	Other	En route	EGPX : Scottish (FIR)	EGPB (LSI): Sumburgh		70	PAN declared and aircraft diverted due to transmission chip detector warning.	I was on duty as the Radar controller supervising a controller who is re validating on the sector. This aircraft was en route at FL070. At 0937 the pilot declared a PAN, reporting 'a minor gearbox warning' and that they were diverting, commencing descent and reducing speed. The PAN was acknowledged and the pilot was advised that there was no traffic to affect their descent and to route direct to diversion airport. Aircraft was instructed to squawk A7700, which they did, confirming their SOB as 20. Their ETA was 10:00. The Watch Manager and adjacent sectors controllers advised all relevant agencies of the situation. We briefed ADC of the diversion. 0943 aircraft requested the PB weather, which was passed and confirmed they would make a VFR approach, a VFR clearance routing direct to the field was issued and read back. 0954 The aircraft was transferred to the airport ADC frequency 118.250mhz. 1004 Aircraft landed safely. All agencies informed. □ Supplementary 01/05/14: □ In the cruise, a transmission chip warning illuminated on the CWP accompanied by a CHIP caption on the VMS. The EOPs were consulted and two attempts were made to burn the chip with no success. Power was reduced and the a/c diverted. Engineer's Report: During the flight the amber transmission (XMSN) caution warning light came on in the cockpit together with a 'CHIP' warning. The aircraft landed to enable
201411919	28/08/2014	13:47	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)			120	MAYDAY declared due to low fuel whilst holding.	Aircraft declared a MAYDAY whilst in the hold as they could not accept the determined delay of 15 minutes due to low fuel reserves. They were vectored clear of the stack and landed with no further problems. □ Supplementary 29/08/14: □ Inbound, fuel burn increased due to headwind. Notified of 15 - 20 min delay at destination due to earlier runway closure. Minimum fuel declared to ATC. In hold, left with options of immediate diversion to alternate or commit to here. ATC started to increase A/C separation due to operational issues. Fuel MAYDAY declared. Final approach and landing made and A/C shut down with 1.5 tonnes.

201412199	07/09/2014	13:35	ZBAA (PEK): Beijing/Capital	EGKK (LGW): London/Gat wick	EGTT : London (FIR)			70	PAN declared due to hydraulic problem. Aircraft returned.	Aircraft which had been holding at WILLO following its return with a hydraulic problem, called a PAN to confirm their intention to return to the airfield after dumping fuel. The aircraft was asked to squawk 7700. After approximately 30 mins, the aircraft landed safely. □ Supplementary 7/9/14: □ On t/off gear failed to retract, gear recycled, stayed down. ECAM then showed Low Press on green Hyd system. Routed to HOLLY to hold. Ran ECAM briefed c/c and pax.
201408359	18/06/2014	22:50	EGCC (MAN): Manchester/Intl	En route	Other			390	EICAS Slat Drive message.	EICAS MSG Slats Drive appeared in the cruise outbound. The ECL was actioned and upon consideration of the weather and landing performance it was decided to continue to destination. A second alternate was nominated due to landing distance available. The cabin manager was given a NITS brief and the cabin was prepared for a precautionary landing. A PAN was declared to Scottish Control with a NITS briefing and the details passed ATC. An uneventful F20 landing followed at 174 Kts with autobrake 4 and full reverse used. The emergency crew were contacted on 121.6, brake temperatures were satisfactory and nothing untoward observed so normal operations passed to the cabin crew.
201404438	12/04/2014	21:40	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			380	PAN declared due to passenger medical emergency.	Oxygen administered and patient had to remain on the aisle floor for landing. Paramedics met the aircraft on arrival.
201401404	04/02/2014	18:20	EGLC (LCY): London city	EGLC (LCY): London city	EGTT : London (FIR)	EGSS (STN): London/Stansted			Two windshear warnings, standard recovery flown twice before declaring PAN and diverting due to low fuel.	On arrival we were 400kg on total reserve fuel. At approx 50-100' we got an aural and visual red wind shear warning. Missed approach flown. As was not very gusty and warning received at low altitude we decided to try another approach adding more speed to VAPP. Again at approx 50-100' we got another aural and visual red wind shear warning fuel was now at 1100kg approx which was just under total reserve so a pan call was made with immediate divert. Both wind shear recoveries were uneventful. Landed with 800kg fuel □ WX Actual: Wind: 140/17G26.

201402699	06/03/2014		LFL (LYS): Lyon Saint Exupéry	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared and aircraft returned due engine surge.	<p>Nr2 engine stall shortly after take-off. Five loud bangs heard and possibly flames from the engine seen by the Tower. PAN declared and aircraft returned. □</p> <p>Supplementary 07/03/14: □</p> <p>During gear retraction multiple loud bangs heard associated with fluctuating indications on Eng 2. Aircraft continued with departure and No 2 engine thrust lever retarded to idle. Stall indications were replaced by normal engine parameters. The cabin crew reported flames from the right hand engine during the event. Diagnosis and QRH action carried out in the hold and aircraft returned for an overweight "single engine" (the No2 thrust lever remained at idle throughout the approach) ILS to auto land rwy 27L. A PAN was declared and a NITS briefing carried out. 2 PA's made by the Captain to keep the passengers informed during flight. Forgot to get the tech log reference before leaving the aircraft. □</p> <p>Supplementary 20/03/14: □</p> <p>All ATC procedures were followed correctly. No further ATC investigation required. □</p> <p>CAA Closure: □</p> <p>The engine HPC was borescoped and it was found that most of stage 6 blades had their trailing edges nicked and torn with one having had 1/4 of its blade broken from the tip. On stage 7, two blades were broken off from just above the platform. All other stage 7 blades were torn and had missing material</p>
201403743	29/03/2014	13:06	EGPK (PIK): GLASGOW PRESTWICK	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to flight control restriction problems.	<p>Aircraft was cleared for a straight in approach for runway 12 and landed safely at 13:13. Runway was inspected and Local Standby (Air) was terminated at 13:20.</p>

201407501	10/06/2014	00:48	EGFF (CWL): Cardiff	EGFF (CWL): Cardiff	EGTT : London (FIR)				MAYDAY declared due to nil NLG indication.	Aircraft was vectored to runway 12 using the trial Radar in the Tower procedures. The aircraft was transferred to 133.1MHz. At approx. 0048 and approx. 4nm final the pilot initiated a go around due to and unsafe nose gear warning. A Local Standby was declared at 0050Z. The aircraft was vectored in the vicinity of the 12 final approach at 3000ft altitude whilst the crew attempted to resolve the issue. At approx. 0113Z the crew advised they had been unable to resolve the issue and wished to make an approach with a nose landing gear unsafe indication. The crew declared a MAYDAY. A Full Emergency was declared. The aircraft landed without incident at approx. 0121 and was escorted to stand by the AFRS. STOP was declared and actioned at 0130 and the runway inspected at 0133. □ Supplementary 11.06.14: □ Following selection of gear down, GREEN nose gear did not illuminate but nose gear unsafe light was extinguished. On swapping main gear indicating bulb with nose gear indicating bulb neither illuminated. MAYDAY declared. Landed without event.
201404056	04/04/2014	13:00	EGLL (LHR): London/Heathrow	En route	Other			350	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201411866	27/08/2014	16:35	EGLL (LHR): London/Heathrow	En route	EGPX : Scottish (FIR)			100	MAYDAY declared due to aircraft pressurisation problem. Aircraft returned.	GAL Sector advised INT that the aircraft had declared a MAYDAY and to break other flight which was on right base off. I opened FIN and phoned GAL P for more information, the aircraft had suffered a pressurisation problem and was diverting back to land. I co-ordinated 4000 feet and a heading to the ILS with GAL and gave frequency as the contact frequency. As the aircraft did not call I phoned GAL again, to be advised that the crew were having some sort of problem changing frequency but it was coming across now, I co-ordinated descent on the ILS at this time. I tried calling the aircraft with no response and again phoned GAL and we agreed that the aircraft should call Tower as it was approaching 12 nm from touchdown. The aircraft called Tower at about 8 nm and landed safely, a Local Standby had been initiated.□ Supplementary 27/08/14:□ Aircraft departed on a GOSAM SID and was cleared to FL250. On passing FL80 he asked to stop climb at FL100 to "sort out a minor technical problem". Shortly after reaching FL100 he asked for an immediate descent to 4000ft and a return to airport. I gave initial descent to FL80 and asked if he was declaring an emergency to which he responded "yes, Mayday, Mayday, Mayday" "altitude 4000ft".
201404110	04/04/2014	06:25	EGHI (SOU): Southampton	EGPH (EDI): Edinburgh	EGPX : Scottish (FIR)				PAN declared due to passenger medical emergency during cruise. Oxygen administered. Aircraft returned. Minimal delay onto stand was requested but aircraft held for approx 2mins until marshaller arrived due to stand guidance not on. Paramedics attended.	

201405027	25/04/2014	06:30	EGKK (LGW): London/Gatwick	En route	LFBB : Bordeaux (FIR)			300	PAN declared due to hydraulic pump low pressure.	EZY41KF informed the sector that he had a problem with the hydraulic system which would require a manual gear extension and an extended downwind leg. The aircraft declared a PAN. TC GS south informed and given the details. The aircraft was transferred to TC without further incident. □ Supplementary 25/04/2014: □ At around FL300 in level flight we had ECAM : HYD G ENG 1 PUMP LO PR followed within moments by HYD G RSVR OVHT (Pump Fault and PTU Fault) ECAM actions applied. DODAR performed. OVHT was observed and possibility was considered that system might be recovered later on. No LAND ASAP mentioned on ECAM, decided to continue to destination. Climbed to FL380 to cruise (smoother flight). prepared everything in case system would not be recovered, mainly Land dist perf and manual landing gear extension. Called CM and performed NITS in case no recovery. After about 20 minutes still OVHT present and it was decided to declare a PAN. As we were approaching the FIR boundary we decided to do this when the situation twice. PA to pax was performed. Situation in cabin was calm/relaxed until disembarkation In coordination with ATC flew a radar vectored approach with earlier than normal flap selection and manual gear extension. We had
201412340	02/09/2014	20:57	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Passenger suffering facial pain. Emergency services attended.
201313235	13/10/2013	11:35	EGCC (MAN): Manchester/Intl	LFRS (NTE): Nantes Atlantique	LFRR : Brest (FIR)				Propeller overspeed, aircraft returned for single engine landing.	Shortly after take-off nr1 propeller slowly and smoothly reduced and fluctuated. Various powerplant messages displayed. Initial conclusion was that there was a propeller overspeed. PAN declared, aircraft entered hold, QRH actions completed, propeller feathered and engine shut down. A normal single engine landing followed with fire services in attendance. During incident cabin crew had reported a passenger with a medical emergency unconnected with incident. □ CAA Closure: □ Through investigation, the PCU BFT (Beta Feedback Transducer) was found to have suffered a similar incident in 2012 and subsequently removed for investigation. Unit had been returned as serviceable with no fault found. Discussions are continuing regarding the failure mode of the BFT and the fact that the unit had been previously released with no faults found.

201315798	04/12/2013	19:38	EGPD (ABZ): Aberdeen/Dyce	EGPE (INV): Inverness	EGPX : Scottish (FIR)				Aircraft returned due hydraulics failure.	The aircraft, shortly after departure on climb out, reported a hydraulic problem and failures and wished to return to land immediately. The aircraft accepted a visual right hand circuit to land and full emergency procedures initiated. Aircraft reported it had locked the undercarriage down and landed safely at 1946Z. None of the above has been checked against the RT recordings.
201406874	28/05/2014	19:30	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics requested to meet the aircraft on arrival.
201406541	22/05/2014	13:41	EGPB (LSI): Sumburgh	En route	EGPX : Scottish (FIR)	EGPE (INV): Inverness		135	PAN declared and aircraft diverted due to ice accumulation, LH outboard and inboard de-ice boots failing to operate.	Aircraft made a PAN call at time 1341UTC with a request to divert. I was coaching at that time and the trainee dealt with it promptly. 7700 squawk and rerouting to diversion airport was given. A planner plugged in and dealt with the phone calls. It was necessary to get a clearance to fly through danger area. As the crew were passing through they reported control problems and requested descent as there was ice accumulating. They were handed over to Tower controller at time 14.19 and landed safely shortly afterwards. □ Supplementary 22/05/14: □ On duty as Radar ATCO, call received at 13:48 advising of an aircraft diverting in with Emergency declared due icing with Port wing de-icing boot malfunction. Centre advised they were liaising with Range to co-ordinate Range deactivation and a more expeditious direct routing to diversion airport. ADI ATCO advised for Local emergency procedures initiation. Full Emergency declared. PC Supervisor reported 37pob as requested by ATC. FL100 co-ordinated for transfer to Tower. Radar watch handed over to incoming ATCO at 14:00. Aircraft transferred to Radar frequency at 14:20 with Radar vectors then given to ILS 05. Aircraft transferred to Tower frequency at 14:27. LOG94VU landed 14:32. Incident closed 14:44. □ Supplementary 28/05/14: □ We were cleared to EL 150 and at EL 120 we were in
201403781	01/04/2014	14:30	EGLL (LHR): London/Heathrow	En route	Other			380	PAn declared due passenger medical emergency.	Pax had previous heart surgery and was cleared to fly. After 1 hr into flight, put on oxygen due feeling unwell and pale. Being familiar with his condition he requested an ambulance on arrival.

201414388	10/10/2014	16:50	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				PAN declared due to low fuel after holding. Unforecast thunderstorms. Birdstrike at 100ft.	Aircraft had been holding for about 15 mins, it was not possible to give an accurate EAT as the delay was caused by bad weather. The preferred <input type="checkbox"/> alternates could only accept a diversion if the a/c declared a PAN so I prompted the pilot to declare as the crew appeared to be very nervous about their predicament, which they subsequently did. Unfortunately a lot of the details required for this report have been lost as a result of the particularly bad weather, so I apologise for the various omissions. <input type="checkbox"/> Supplementary 10/10/14: <input type="checkbox"/> PAN declared due to thunderstorms in the area and alternate could not take us. Took extra fuel due to a probable 30 of SH at destination. Held initially at one holding point then onto closer one. No EAT could be given from ATC and weather getting worse CB,s etc. With 2300 kg decision taken to divert to alternate but ATC advised us they could not take us due weather en route even though the weather there was fine. Second alternate choice had a line of T/S along route so PAN declared and self position from the north to ILS. Landed with 1700 KG of fuel and a bird strike at 100ft! This kind of weather not forecast and if it had been more fuel would have been taken.
201406624	24/05/2014	08:25	EGLC (LCY): London city	EGPD (ABZ): Aberdeen/D yce	EGPX : Scottish (FIR)			270	PAN declared due to engine control problems. Aircraft returned.	At 08.25 phoned to inform that aircraft currently at PTH and FL270, was diverting back. FL210 given to continue descent. On first contact aircraft declared a PAN due to left hand engine control problems and an maintenance warning light on the right hand engine. The pilot informed that he anticipated to be able to make a normal landing. Aircraft was instructed to squawk 7700. LAS, radar and D&D informed of the details. Aircraft was descended to FL120 and the transferred to radar after confirmation from the pilot that he was happy to take a frequency change. Aircraft landed successfully at 08.46. <input type="checkbox"/> Supplementary 24/5/14: <input type="checkbox"/> L ENG FADEC/L STBY FADEC/R ENG MAINT. ENROUTE ON FLIGHT FOR TRAINING. WE WERE PASSING FL260 CLIMBING TO FL270 WHEN WE GOT THE EICAS CAUTIONS. MFC ACTIONED FOR 'L FADEC STBY' FAULT. ATC ADVISED AND WE RETURNED FOR A NORMAL LANDING ON RWY34. A 'PAN' WAS DECLARED. ONCE ON STAND, WE WERE MET WITH FIRE CHIEF WHO WE THANKS. AIRCRAFT HANDED OVER TO ENGINEERS.

201315760	05/12/2013	08:00	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	En route	EISN : Shannon (FIR)	EGLL (LHR): London/Heathrow		360	MAYDAY declared and aircraft diverted with problem on the RH engine.	
201406766	28/05/2014	00:34	EGHH (BOH): Bournemouth/Hurn	EGHH (BOH): Bournemout h/Hurn	EGTT : London (FIR)				MAYDAY declared and aircraft returned due to smoke in the flight deck.	I was advised by the aerodrome controller that the aircraft that had just departed runway 06 had a problem and had requested to return for landing. Initially the aircraft had requested runway 24 but due to two inbound aircraft for runway 06 this was not available. A heading and altitude for runway 06 was coordinated and the aircraft transferred to my frequency. On initial contact a downwind heading was given to the aircraft and he was asked to confirm the nature of the problem. At this stage the aircraft declared a Mayday due to a smoke warning alarm in the cockpit. The last aircraft which was being vectored for an ILS approach to runway 06 was given instructions to go around to allow for a clear approach for the emergency aircraft. I offered the emergency aircraft an abbreviated ILS approach to runway 06 which was accepted. The emergency aircraft was retained on my frequency until he had landed and then transferred to the tower frequency. □ Supplementary 28/06/14: □ After take off at 1500 AGL while FO was attending F500' items a 'smoke' CWP warning with AFT cell illuminated on fire panel sounded. We asked for a level off at 4000' and requested 180deg turn back to runway 24. ATC informed us that approaches were

201403028	13/03/2014	12:26	Other	EGPD (ABZ): Aberdeen/D yce	EGPX : Scottish (FIR)					<p>PAN declared and aircraft returned due to possible engine fire.</p> <p>In Cruise at 3000 ft, a spurious ENG #2 FIRE warning was noticed and Aural warning was heard. Decision to consult ECL and to start a right hand turn was commenced. As the turn was initiated the fire warning signs extinguished. No signs of smoke or erratic engine indications were noticed. Blue sky quick position was engaged and ATC was informed with a PAN call. RTB without further problem. □ Supplementary 13/03/14: □ Aircraft requested to make a right hand orbit, which was granted and requested to advise their intentions once the orbit was completed. The pilot advised that they intended to return to departure airport and requested a descent to 2A, which was granted routing direct to GSE or the ATF as required. The routing to GSE for VFR was accepted. I asked the pilot if they wished to declare an emergency. Aircraft declared at PAN due to an indication of a possible engine fire. The PAN was acknowledged and aircraft was instructed was to squawk A7700. Which they did. Pilot advised that they believed the fire indication was spurious and they were operating normally on both engines, they had not seen any smoke trail during the tight orbit. Another aircraft inbound for the ILS, approximately 8nm north of this one, offered to escort</p>
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201404853	24/04/2014	09:40	EGLL (LHR): London/Heathrow	OCK	EGTT : London (FIR)			90	PAN declared due to medical emergency, loss of separation with an a/c in OCK hold. STCA activated.	I was controlling as LL INT S. I was called to say that A320 inbound to OCK at FL110 was a medical PAN so gave the A320 a heading of 360 off of OCK to give him a no delay approach. Once I got the A320 on frequency I changed the heading to 030deg and descended him to FL100 on top of the B777 which was level at FL90 in the OCK stack. I needed to descend A320 to FL70 to get it under the stack and under an a/c that was on the North side of airfield as I had coordinated A320 over to the North side with LL INT N. I asked the B777 to start the outbound turn early in the hold to get separation quicker. Once I believed I had achieved 3 miles between the two a/c I descended A320 to FL70. At this point the separation was actually 2.5nm but then increased from there. At this point I started asking the A320 for more details on the medical emergency as requested by my GS, after this I noticed the SMF going off but decided against giving avoiding action as the B777 was turning away from the A320 and I could not improve on that. □ Supplementary 01/05/14: □ A passenger with severe food poisoning required medical attention on arrival . A PAN was declared to ensure that an ambulance attended the a/c at the stand on arrival. A normal approach and MLS was flown. An ambulance arrived at the a/c when on stand 192R and the passenger was seen by two paramedics. It took 60mins for the ambulance to arrive.
201403050	13/03/2014	22:45	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency.	Oxygen administered and paramedics met the aircraft on arrival. One passenger in a seat forward of the patient disrupted crew during the proceedings and had to be firmly told to sit down.
201316087	10/12/2013	19:49	EGPF (GLA): Glasgow	En route	EGTT : London (FIR)	EGGP (LPL): Liverpool		360	PAN declared and aircraft diverted due to passenger medical emergency.	Passenger taken to hospital by ambulance.

201409314	12/07/2014	16:00	EGLL (LHR): London/Heathrow	En route	Other			150	PAN declared due to passenger medical emergency.	<p>During descent informed that an Unaccompanied minor was feeling unwell with headache and racing pulse. Medical PAN declared with ATC and company informed. Aircraft continued to land. A qualified paramedic onboard volunteered his services. □</p> <p>Supplementary 12/7/14: □</p> <p>After declaring a "PAN" emergency, airport centre was contacted to request paramedic assistance to meet the a/c to attend to an unaccompanied minor who became unwell during the flight. After landing HAC was contacted to chase up the paramedics as they were not there to meet the a/c. No ETA for them was available, I requested HAC to find out when they would be here. 10 minutes later I recontacted the HAC to find out when they would arrive. I was then informed that they had not been dispatched. A passenger who is a paramedic offered his services and accompanied the young boy with the "auntie" through immigration to be reunited with his father. It is unacceptable that after declaring a "PAN" emergency that the paramedics did not attend, and we're not going to. In future i will liaise with air traffic control to ensure that the airport provides paramedics rather than through the HAC.</p>
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201403763	28/03/2014	15:14	EGHR (QUG): Chichester/Goodwood	EGBB (BHX): Birmingham	EGTT : London (FIR)	EGBB (BHX): Birmingham			PAN declared and aircraft diverted following lightning strike and subsequent 'baggage door open' indication.	Following a thorough weather and route brief we departed. En route the aircraft was hit by a very large lightning bolt which came from the starboard front and hit the nose area of the aircraft. I checked we were both okay and got the FO to immediately to check for damage in terms of avionics and help assist with diagnosis of any potential problems. I was aware of several annunciator lights showing including the right-hand alternator inoperative light (which on recycling the alternator cleared the fault) and the front nose baggage door ajar light. I decided to declare a PAN and asked for radar vectors for visual approach to nearest suitable airport as were VMC. This airport would offer a better fire and emergency response in the unlikely event that I needed it. I reduced speed and conducted a normal approach and landing. After shutdown and after disembarking it was revealed that the lightning had entered the aircraft via the tip of the nosecone and most probably exited via the left-hand front baggage door compartment area. □ Supplementary 31/03/14: □ A/c called "PAN PAN..." and requested vectors inbound due to a lightning strike. He was identified approximately 21 miles west of the airfield and vectored in for a visual approach to runway 15. A
201403494	23/03/2014	11:20	EGPB (LSI): Sumburgh	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to 'ENG 1 CHIP' caution.	At 11:20, shortly after departure, the aircraft declared a PAN due a chip warning light and would be landing with single engine on runway 27. Full emergency was initiated. Aircraft landed safely at 11:26 with the AFS remaining in position until he shut down. The emergency was stood down at 11:30. □ Supplementary 23/03/14: □ On levelling, shortly after take-off, 'ENG 1 CHIP' caution illuminated. Actions carried out iaw EOPs, retarding nr1 engine to idle and a single engine running landing was carried out with no further incident. Nr1 engine secured and aircraft ground taxied to dispersal for shutdown. Chip detector inspected, no debris found, suspect chip detector replaced iaw AMM. Ground run and leak check carried out satisfactorily.
201411925	28/08/2014	11:30	EGLL (LHR): London/Heathrow	En route	EISN : Shannon (FIR)				PAN declared due to passenger medical emergency.	

201312877	08/10/2013	06:16	EGNM (LBA): LEEDS BRADFORD	EGNS (IOM): Isle Of Man/Ronald sway	EGTT : London (FIR)				PAN declared and aircraft returned due to unsecured door.	No control problems. Local standby initiated and stood down once aircraft had landed safely.
201411829	21/08/2014	12:40	EGLL (LHR): London/Heathrow	BNN	EGTT : London (FIR)			90	PAN declared due to passenger medical emergency. Vectors given for immediate approach. Paramedics met aircraft on arrival.	
201412044	20/08/2014	10:20	EGSF : Peterborough (Conington)	EGNJ (HUY): Humberside	EGTT : London (FIR)				PAN declared due to rough running engine on departure. Aircraft returned and landed. RFFS attended.	Rough Running Engine. I was on duty as the Aerodrome Controller when aircraft departed from runway 20 at 1020z. Shortly after getting airborne the pilot declared a Pan with a rough running engine. I acknowledged the Pan, gave the pilot the surface wind and told him that runway 02 was available for landing. A Full Emergency was initiated by operating the Crash Alarm. The pilot elected to land on Runway 26 and did so at 1023z. After landing the aircraft was able to taxi back for parking in company with the emergency vehicles. The incident was closed at 1029z.

201407734	14/06/2014	16:15	EGKK (LGW): London/Gatwick	REVTU	LFRR : Brest (FIR)			350	A320 encountered severe wake turbulence during cruise at FL350, possibly from a B747-400 which had passed 1000ft below. 30deg roll experienced. PAN declared.	20 miles south of Revtu at FL350, the FO was PF and the aircraft encountered wake turbulence. The aircraft banked 30 degrees to the right and then back to the left again. This oscillation continued for about 30 seconds. The PF had disconnected the autopilot after the initial bank and turned on a heading to the right to escape the wake. Captain made a PAN call to Brest ATC to inform them of what happened. We were able to maintain the altitude and regain control. London ATC questioned what had happened and informed us that the only aircraft that could of caused it was a 747 that passed 1000' below. When we informed Brest ATC, they denied there could be any aircraft that could of given us wake turbulence. □ Supplementary 17/06/14:□ Brest informed S22 that A320 had declared a Pan and immediately transferred the aircraft to the sector with no more information. The aircraft reported severe wake turbulence with a bank angle of 30 degrees. The pilot sounded quite shook up but said there were no injuries and the airframe seemed ok. TC were informed of the situation, the aircraft continued as normal.
201404923	22/04/2014	18:30	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/ ntl	EGTT : London (FIR)			370	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201405007	24/04/2014	13:55	EDDF (FRA): FRANKFURT / MAIN	EGLC (LCY): London city	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		120	<p>EICAS fail. Fumes on flight deck. Crew used oxygen. MAYDAY declared and diversion initiated. QRH smoke and fumes, source assumed as display unit 3.</p>	<p>I was alerted by the DVR ATSA. On approaching the sector I saw the T trainee writing on the NITS pad whilst her OJTI acknowledged a MAYDAY. The speaker had been switched on and I heard the CFE pilot, who sounded like he was on oxygen, requesting immediate return and distance to run. I telephoned GS S to alert him with the bare facts and confirmed that the DVR P was talking directly to the TC Coordinator. The aircraft was transferred to a discrete TC fx after ascertaining that he could take a fx change. I informed D and D and told them that the aircraft was now working TC. □ Supplementary 24/4/14: □ Electrical smoke on flight deck. During climb Eicas display unit 3 failed. Shortly afterwards a strong electrical burning was smelt on the flight deck. CONFIGURATION: A. Thrust: On. Speed brake: Closed. Flight crew went on oxygen. Mayday declared and decision made to divert. Abbreviated dodar. NITS to cabin for normal landing. QRH smoke and fumes, source assumed as display unit 3. Review completed. Normal landing met by emergency service. □ Supplementary 24/4/14: □ Aircraft called on frequency after being transferred from TCse, and immediately called a mayday due smoke in the cockpit and requested immediate diversion. As the DVR/LYD Planner I put my speaker on, called for the LAS, then phoned TC, informing them of the flight and its diversion, a level and discreet frequency was given. This was given to the</p>
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201409773	19/07/2014	08:15	EIKN (NOC): Connaught regional airport	En route	Other			240	Aircraft returned due to loss of pressurisation. Emergency descent carried out.	The aircraft was well established in the cruise at FL240. An Amber CABIN DUCT HOT caution illuminated. Duct temps normal, QRH was being accessed when FLT DECK PACK HOT also illuminated. Cabin pressurisation display showed approx 8000ft Cabin Alt with a gentle climb, approx 300ft/min, indicated. Cabin Crew contacted and advised of a possible temp control/pressurisation problem. ATC were contacted and normal descent commenced to a cleared level of FL150. During this descent the cabin rate of climb began to increase and the cabin altitude looked likely to exceed 10,000ft. Cabin Alt. Cabin Crew put "On Station". Descent converted into EMERG DESCENT, with all memory items carried out. ATC were asked for further descent - which was not available until a PAN was declared (Emergency Squawk was not required by ATC). QRH consulted during descent to confirm vital actions. Aircraft levelled at FL80. Flt Deck crew removed Oxy Masks. Once aircraft systems checked a decision was made to turn back. FO remained as PF with control of the radio and flight path, whilst Capt carried out QRH actions and NITS Brief etc. In consultation with Company, via handling agent, the aircraft was flown back unpressurised, where a normal landing was made. After arriving on stand the situation with passenger handling became difficult: The aircraft was parked on a remote stand, a dispatcher and
201401451	07/02/2014	16:05	EGNT (NCL): Newcastle	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)				PAN declared due to flaps stuck at half speed.	At 1605, the aircraft was at 3nm final on the ILS when the pilot initiated a Go Around citing a technical issue. Once steady at 2,500ft the pilot requested further climb and advised that they had a flap fault and wished to hold to investigate. The aircraft was transferred back to 124.375 and climbed to 4000ft. At 1610, the pilot advised that the flaps were stuck at half speed and they would like to make another approach, which should be a normal approach and roll out, calling a PAN as a precaution. A Full Emergency was initiated and the aircraft landed without incident at 1621. Full Emergency stood down 1625.

201316098	12/12/2013	12:06	EGPE (INV): Inverness	EGPL (BEB): Benbecula	EGPX : Scottish (FIR)	EGPL (BEB): Benbecula			PAN declared due to electrical burning smell in flight deck. Aircraft diverted.	Checklist carried out even though no smoke or fumes apparent. The aircraft was escorted to the apron by fire services who used thermal detection equipment to ascertain if there was a traceable heat source. Nothing registered. Apparent source of smell was on the Captain's side. On selection of the propeller de-ice system the electrical smell reappeared.□ CAA Closure:□ The source of the burning smell was traced to the RH propeller de-ice system switch/ circuit breaker. Part No CM3589-20. The switch/ circuit breaker was disassembled and the copper wire from the load feed to contact was severed. This resulted in the current flowing through the switch mechanism and causing the switch to overheat and produce the burning smell. Date of manufacture appears to be 950201. There are no records to show that this switch had been replaced since aircraft build and would therefore have been in operation for 9887 A/F hours / 2990 cycles. With level of aircraft usage it is estimated that the switch will have been exercised 6000 times. Flight Crews instructed to report any suspicious switch actions. Engineering instructed that whenever conducting systems test, consideration should be given to the associated switches. Lack of toggle
201401080	30/01/2014	16:30	EGKK (LGW): London/Gatwick	En route				0	PAN declared due to passenger medical emergency. Priority approach and medical attendance requested.	
201401455	07/02/2014	07:01	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to flap problems.	PAN cancelled within a couple of minutes. Normal operations resumed, landed normally.
201401460	08/02/2014	14:23	EGKK (LGW): London/Gatwick	EGSS (STN): London/Stansted	EGTT : London (FIR)	EGSS (STN): London/Stansted			PAN declared due to low fuel state following weather diversion.	Aircraft called TC coordinated in as a diversion. The aircraft then declared a PAN for fuel a few minutes later and still wished to proceed.□ Supplementary 12/02/14:□ Entered hold due to runway closure caused by thunderstorms and windshear. Number 10 in traffic so elected to divert. Due to heavy traffic had to stay in hold for further 10 mins. ATC then offered approach. At around 20 feet AAL Go-around initiated due windshear and turbulence. Diverted and on way, PAN call made due low fuel. Landed with final contingency fuel.

201401882	12/02/2014		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGBB (BHX): Birmingham			Go-around and diversion carried out due to windshear. PAN declared due to low fuel.	Severe weather On final approach W/S go-around was initiated due W/S warning at approx 800ft. Decision to divert had already been discussed with Ops on descent. Diversion was initiated. PAN call made due possibility of landing with less than 30 mins fuel.
201401916	17/02/2014	09:35	EGLF (FAB): Farnborough civil	En route	EGTT : London (FIR)			280	LH front windscreen failure, followed by delamination and separation of face ply from main screen.	MAYDAY declared, aircraft experienced major windscreen failure in descent from FL280 to FL230. Aircraft in rapid descent. Aircraft continued to landing at destination with fire service in attendance. □ Supplementary 18/02/14: □ During the cruise at night at FL370 approaching 030W a loud thud was heard in the cockpit. All crew members heard it and reacted by looking round to see if there was a simple cause for it. After a short period looking around the cockpit it was discovered that the Pilot's front windscreen had cracked from top to bottom just to the right of his direct vision. As it was pitch black outside a visual inspection did not reveal any notable information. The QRH was run including "cockpit heat - Norm" and "co-pilot Demist - Demist". However, this caused the cockpit to become uncomfortably hot and it was decided to turn it off until needed. The Flight continued normally until descent. During the descent at approximately FL300, a further loud and distracting noise was heard resulting in difficulty hearing ATC. I informed ATC that we had a significant failure of a wind screen and requested continuous descent and direct routing. THEY initiated a MAYDAY and asked us to Squawk 7700. At this time it was noted that the windscreen outer face ply had started to separate from the main screen and the cause of the noise was from wind rush and uneven airflow over the left screen. No handling irregularities

201402038	19/02/2014	13:00	EGQL (ADX) : Leuchars Ab	EGQL (ADX) : Leuchars Ab	EGPX : Scottish (FIR)				PAN declared due suspected fuel leak.	At approx 1300Z, the last of a flight of 5 aircraft declared a PAN with a suspected fuel leak. At the time the aircraft was in the vicinity of the VOR at 6000' on a heading. During the PAN call, pilot requested vectors back towards his departure airport (base) and a climb to FL250. I vectored the aircraft onto heading 035 towards base and after co-ordination with the sector cleared him to climb to FL250. Radar 2 was subsequently called to help deal with scheduled traffic. Details were also passed to D&D. After a few minutes, aircraft requested a range to a diversion airport and after this being passed he decided to divert there. I initially began vectoring the aircraft to the ILS approach for RW06 and issued descent to 6000'. Aircraft requested to continue climb to FL250 in order to carry out a "PFL". After querying the pilot about this procedure I understood it to be a forced landing with descent in a circuit above the field. The cloud base at diversion airport was at the time overcast at 1700' and broken at 500'. This information was passed to the pilot and a Radar Vectored ILS was suggested as an appropriate alternative. The pilot decided to call his base radar on his second
201316329	17/12/2013	08:20	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)			130	RH engine anti-ice failed in descent. PAN declared.	'ANTI-ICE ENGINE RIGHT' EICAS message received during the descent in icing conditions. Checklist actioned, note on the checklist says avoid icing conditions so a PAN declared in order to reduce our exposure. Checklist run, PAN declared, expeditious approach given. □ Supplementary 17/12/13: □ Inbound aircraft reported that they had a problem with their anti icing equipment and would need a priority approach. There were several a/c in front, so they were asked if they were declaring an emergency, they replied yes and declared a PAN. Aircraft descended to FL70.
201316264	04/12/2013	11:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	No ambulance or medical staff at aircraft until 40mins after chocks.
201402291	25/02/2014	08:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			400	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201409511	16/07/2014	09:20	EGLL (LHR): London/Heathrow	En route				390	PAN declared due to passenger medical emergency. Medlink contacted and on board doctor assisted, both of whom recommended paramedics met aircraft on arrival. Priority approach requested.	
201406947	31/05/2014	09:42	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			370	PAN declared due to hydraulic system empty.	I was the Sector 4 Tactical when we were informed via both the LAS and Shannon ATC that aircraft inbound at FL370 had a hydraulic problem but was continuing. At 0942Z aircraft called on 132.860 and declared a PAN with one hydraulic system empty of fluid. Aircraft was instructed to squawk emergency and to pass details when ready. Aircraft stated that he intended to continue and required a 20 mile final approach to manually get the gear and flaps down and once on the runway might not be able to taxi off and would then require a tow. This information was passed onto the LAS. LAS North informed me that airfield would like aircraft to land on 27L but 27R was the longer runway. TODAs were passed for both runways and 8 elected to land 27L. Other aircraft on frequency inbound were informed that due to an emergency aircraft; delay was not determined and they should fly minimum clean speed. At 1001Z aircraft was instructed to call DTY South on 129.205.

201407402	08/06/2014		LGZA (ZTH): Zakinthos	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				Birdstrike to nr1 engine.	Approaching V1 2 light coloured birds small/medium flew across the nose from right to left. Two bumps felt on the left side and a small flicker of left engine gauges. Continued with the DVR1X departure. ATC informed (tower) and that we have a strong smell of burnt cooking. Tower confirmed that bird carcass found on the runway and that an Aircraft had noticed smoke out of one of our engines. Engineers informed with a return back. All engine parameters indicating normal with no increase in vibrations. Returned with an overweight normal landing. As a precaution a PAN was declared. Bird strike left engine caused by 1/2 medium/ small light coloured birds. □ Supplementary 9/6/14: □ took off from Runway 26L. As the aircraft was coming to rotation the pilots report seeing 2 birds on the port side and then hearing a thud as they struck at least one of the birds. The subsequent smell of burning from the engine confirmed the strike. The runway was closed upon inspection for 13 minutes to clear up the debris. The aircraft returned and upon inspection (Duty Engineer) 1 x fan blade damaged out of limits tolerance and requires replacement as well as superficial damage to attrition lining (cowling internal
201411752	25/08/2014	10:30	EGLL (LHR): London/Heathrow	En route	Other			390	PAN declared due to passenger medical emergency.	Passenger found unconscious in toilet. Despite being given priority from declaration of pan, on arrival, the jetty did not work. Steps took 15 mins to □ source.
201404240	04/04/2014	14:48	EGLL (LHR): London/Heathrow	En route	Other			410	PAN declared due to passenger medical emergency.	Unwell passenger stood up and then fainted, cutting his face quite badly. Paramedics requested to meet the aircraft.
201407794	13/06/2014	18:45	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Oxygen administered. On board doctor assisted. Priority approach requested and flown. Paramedics met aircraft on arrival.	

201409628	18/07/2014	07:00	KPHL (PHL) [PHL]Philadelphia, Pa/Philadelphia Intl	En route	EGTT : London (FIR)	EGLL (LHR): London/Heathrow			Aircraft emergency. Fuel jettison carried out followed by diversion.	Received a message from Brest re aircraft which was emergency traffic dumping fuel. A/C had been told by company to land asap (but this was initially not made clear) due potential of thrust reverser deploying in flight. AC was flight planned so no info in system. Caused some concern/ suspicion as non specific emergency-not flight planned to enter UK airspace. Operator have no handling agent and unsure why diversion airfield was chosen. Prolonged conversations to check was ok. Man and boyed LAS desk so I could focus on emergency and other could focus on the sector management. Support controller deployed to speak to aircraft from asst position. A/c landed safely.
201410062	25/07/2014	08:30	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Priority approach flown. Paramedics met aircraft on arrival.	
201409891	22/07/2014	09:48	EGDX : St. Athan	EGDX : St. Athan	EGTT : London (FIR)				PAN declared and aircraft returned due to rough running engine.	I was the Radar Controller under training, Radar was band boxed and workload was medium. Aircraft reports a pan due to a rough running engine and reports returning to departure airfield requesting 2000'. I immediately cleared the aircraft to route direct to airfield, not above altitude 2000' VFR as requested. I requested the ATSA inform airfield of the impending emergency traffic and called radar 2 back to the position in anticipation of sustained workload but elected to keep the position band boxed at that stage. There was one training aircraft in the hold who had been cleared for an alternate ILS procedure runway 30. The aircraft was already beacon outbound. The aircraft was instructed to climb to altitude 4000' and route to the CDF to hold. This provided more than adequate separation against the aircraft which was seen to climb to altitude 2300' whilst inbound to airfield, and, this was left unchallenged at the time. It did not seem to be important at that time to bother the pilot when there were no aircraft to conflict. I continued to monitor the Mode C readout of the aircraft, and, was satisfied that 1700' separation existed from the holding training traffic. The Mode C returned to 2000'. A few minutes later, the Mode C indicated climb again, and, the aircraft reached an altitude of 2000'. At this point I identified the holding traffic.

201413069	16/09/2014	09:56	EGHH (BOH): Bournemouth/Hurn	EGHH (BOH): Bournemouth h/Hurn	EGTT : London (FIR)				PAN declared due to loud bang heard from RH engine control unit. Aircraft returned.	Aircraft departed runway. A loud bang was heard just before rotation but continued its take off and climbed it then called a pan pan and routed out to the coast to commence the checklist and burn fuel. During this time it remained on the tower frequency of 125.6. The aircraft reported that it had an engine failure. A full emergency was called on report of the pan pan, a runway inspection was carried out whilst the aircraft was at the coast. The aircraft landed safely on a single engine at 10:12 and was able to vacate the runway and taxi back to its apron the pilot reported that he suspected a bird strike but after further runway inspections the safety team reported that no bird remains were found and that the bird strike is unconfirmed, the pilot reported that the possible bird strike occurred in the last third of the runway but the bang was heard in the second third of the runway. □ Supplementary 16/9/14: □ Shortly after Vr the RH ECU went “bang” and ran down to 70% N1 whilst showing normal oil pressure and temperature. The aircraft was stabilised at 160kts. Immediate actions carried out and the aircraft climbed away. A PAN was declared. Well before 1000ft, the nominated Ha for departure, the RH ECU slowly accelerated to full power. A normal twin engine full power climb was continued to 1500ft where power was reduced from take-off power to climb power. At
201408383	25/06/2014	10:40	EGKK (LGW): London/Gatwick	LFMN (NCE): Nice Côte D'Azur	LFMM : Aix-En- Provence (Marseille FIR)				PAN declared due to passenger injury. Flight crew were informed in cruise that a passenger had been injured by a falling bag during taxi-out. Medlink contacted. Expeditious arrival made. Medical assistance administered by ground personnel on stand.	

201407951	17/06/2014	11:47	EGBB (BHX): Birmingham	Not specified	EGTT : London (FIR)			250	PAN declared due to passenger medical emergency. Medically qualified passengers assisted. Priority approach requested. Paramedics met aircraft on arrival.	
201409880	21/07/2014		EGKK (LGW): London/Gatwick	En route	Other			300	PAN declared due to smoke in the flight deck.	Smoke on the flight deck. After initial surprise and denial cabin crew put "on stations" and QRH 8.8 carried out and smoke dissipated. During the QRH we requested descend to FL300 and PAN initiated. Flight continued under the umbrella of the PAN and mindful of airports en route that we could divert to should smoke reappear. Engineering inspection on arrival deduced that recirculation fans to be changed.
201405864	11/05/2014	11:58	EGLL (LHR): London/Heathrow	En route	LFFF : Paris (FIR)			380	PAN declared due to cabin crew illness and incapacitation.	Suspected DVT. Priority arrival given and Paramedics met the aircraft on arrival.
201416720	30/11/2014	12:15	EGNH (BLK): Blackpool	En route	EGTT : London (FIR)				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

201410756	07/08/2014	11:08	EGPC (WIC): Wick	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)	EGPB (LSI): Sumburgh			Infringement of the Sumburgh CTA (Class D) and subsequent PAN declared due rough running engine. A/c diverted, RFFS alerted.	<p>A PA32 was transiting the ATZ under the control of Sumburgh Radar. At approximately 1108Z the a/c declared a PAN with a rough running engine. A Full Emergency was initiated. The a/c remained on radar frequency, landing clearance was given by ADC and passed to the a/c. The a/c landed safely at 1114Z, and was then transferred to Tower frequency. Fire Chief stood down the incident at 1116Z. Wx 1112 25010kt 9999 wxnil Few011 Sct018 16/13 Q1009. □ Supplementary 18/08/14: □</p> <p>Having just taken over the Sumburgh Radar position with a trainee, during moderate traffic levels, we received a freecall from a PA32. Due to workload with traffic in and around the control zone having just taken over the sector, PA32 was told to "Stand-by". Once workload permitted, PA32 was contacted and asked to pass their details. At this time the PA32 was not squawking and upon asking whether they had a transponder, a 7000 squawk appeared 2 miles within the Sumburgh Control Zone to the North. Once identified, the pilot was given a VFR clearance to transit the zone enroute to Wick. This infringement did not have any direct affect on any other traffic. At 1108Z the pilot of the PA32 reported having an engine problem, and upon investigation over the RT, a PAN was declared with a rough running engine, and the pilot requested immediate landing at Sumburgh. The aircraft was not visual with the airfield, so was</p>
201416608	25/11/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	<p>Oxygen administered. Paramedics met the aircraft on arrival. Capt comments - After landing advised that original stand occupied sent to other stand but then informed that not allowed due to aircraft on adjacent stand. Towed onto another stand. This caused delay to the passenger being seen by paramedics. Disappointing perhaps given several hours notice of medical emergency.</p>

201416632	26/11/2014	18:00	Other	Morecambe Bay Gas Field	EGPX : Scottish (FIR)				Aircraft returned to base due to engine chip caption.	A full procedure ARA let down to the platform was initiated. Shortly before turning inbound Eng.1 Chip light illuminated, all other indications normal. A go around back to base was initiated and actions i.a.w. EOPs 6/6 were conducted (2x Chip Pulse) with no result. Engine retarded to idle i.a.w. EOPs and Pan call declared. About 20 seconds after setting the engine to idle, the Eng.1 Chip light extinguished. With all indications continuing normal Eng.1 was returned to flight and RTB. Engine inspected IAW Turbomeca IETP. No debris found on the electrical mag plug other than slight carbon deposits. All other mag plugs were clean. Engine oil flushed and replaced, and all strainers inspected and found clear. ARI raised for 5hr close monitoring of the Engine for 25hrs.
201410831	09/08/2014	13:31	EGNH (BLK): Blackpool	En route	EGTT : London (FIR)			180	PAN declared due to an aggressive passenger physically assaulting and injuring a travelling companion. Verbal warning given. Crew administered first aid. Direct routing requested. Police, paramedics and RFFS met aircraft on arrival.	

201408822	03/07/2014	10:15	LTBA (IST): Istanbul/Ataturk	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			230	PAN declared due to electrical problem. EADI (electronic attitude director indicator) failed. Aircraft returned.	Aircraft asked to level off at FL230 (initially cleared to FL270) and said he had an electrical problem. I told him that was fine and for him to let me know his intentions when he got chance. He came back to me to ask to reduce speed and to inform me that he could smell electrical smoke. I advised him that the FIR boundary was 10-15 miles away and offered for him to hold with me if he preferred. He accepted and was put into a left hand hold pattern just east of DVR. Before he entered the holding pattern he declared a PAN and asked to return. I acknowledged the PAN and turned him right direct to BIGGIN. He told me then that he could still smell the electrical smoke and that he had also lost a screen. I told him to squawk 7700 and requested his POB. The planner and assistant had co-ordinated everything for me and the aircraft was passed to TC. □ Supplementary 3/7/14: □ En route with 185 passengers on board, was climbing on Jul 3, when the crew stopped the climb at FL230 reporting a burning smell in the cockpit and returned for a safe landing on runway 27R, about 35 minutes after departure. Following inspection by the emergency services, the aircraft taxied to the apron. □ Supplementary 3/7/14: □ P1 EADI failure followed immediately by smell of electrical burning. Smoke, Fire or Fumes QRH checklist actioned and diversion initiated. Fumes
201411390	16/08/2014	04:30	EGLL (LHR): London/Heathrow	En route	EISN : Shannon (FIR)			360	PAN declared due to passenger medical emergency. Oxygen administered. On board doctor assisted. Expeditious approach flown. Paramedics and ambulance met aircraft on arrival.	

201411499	18/08/2014	08:30	EGLL (LHR): London/Heathrow	En route				310	PAN declared due to passenger medical emergency. Oxygen administered. Medically qualified passenger assisted. Priority landing arranged. Ambulance and paramedics met aircraft on arrival.	
201409503	16/07/2014	09:18	EGKK (LGW): London/Gatwick	En route				0	PAN declared due to passenger medical emergency. Oxygen administered. Vectors received for straight in approach. Paramedics met aircraft on arrival.	
201400955	28/01/2014	10:20	EGPM (SCS): Scatsta	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to icing problems and multiple warnings en route.	Aircraft was returning due to icing issues. At 25nm north of airport while on descent to 4,000ft Aircraft declared PAN, I rogered PAN and requested nature of problem, aircraft said icing and wanted to route to hold, stopped descent at FL70, confirmed nature of problem as icing causing large speed discrepancy, multiple warnings in the flight deck and 39 POB. Aircraft advised that at time 1030 they could make approach in 10 minutes Aircraft commenced approach with the Final Director at time 1041 and landed at 1046. At all time tower, fin and WM were updated with the situation with the aircraft Supplementary 28/01/14: During initial descent to altitude 7000' EFIS miscompare caution illuminated, quickly followed by IAS caption on both PFD. Before malfunction check-list could be actioned, multiple cautions and warnings as follows: Warnings - rudder limit inop, elevator gearing. Cautions - L elev degrad, R elev degrad, L & R eng maint, EFIS miscompare. Both warnings actioned. Left EFIS speed seen to reduce to 40kts. ASI comparison confirmed RHS pilot speed indications correct. (M106) Confirmed with check of GPS/INS. As descended to 7000 left EFIS IAS recovered to normal. PAN declared to ATC. Advised

201403775	25/03/2014		EGDR : Culdrose	EGDR : Culdrose	EGTT : London (FIR)				Lightning strike. PAN declared.	At approximately 1354Z, on coasting out, the crew experienced a loud bang accompanied by a very bright flash outside the cockpit windscreen. The rear seat crew all experienced a significant jolt in the airframe and a simultaneous loss of power to their avionics apart from the Instructor Operator System (IOS) which maintained power due to the internal batteries. The pilot did not appear to lose any systems within the cockpit. Having reported the loss of systems in the rear consoles, the pilot switched off the rack electronics, the IOS was shut down and the crew completed an internal check for signs of burning or damage, with none found. The crew elected to return and declared a PAN stating a suspected lightning strike.
201315320	24/11/2013		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to nr2 engine fuel collector cell ECAM warning on approach.	QRH carried out and extra distance requested to avoid having to complete a go-around. The fuel in collector cell reduced to 350kg so nr2 engine reduced to idle thrust until 1500ft when it was returned to normal thrust for landing.
201409258	09/07/2014	11:50	EGVP : Middle wallop	EGVP : Middle wallop	EGTT : London (FIR)				Low / fluctuating engine oil pressure.	In a low level transit, approx 20mins into the sortie, the HP 9LHS) noted low oil pressure below limits. Power was reduced and other associated indications were checked iaw FRCs. All other indications were normal and the ENG OIL P caption was serviceable on test. The aircraft was recovered to base at min power speed, closely monitoring all engine indications. The engine oil pressure gauge continued to intermittently fluctuate below limits. A PAN was declared and the aircraft positioned for a running landing. The aircraft was subsequently cautiously taxied to the edge of the dispersal (approx 50m) to enable airfield operations to continue and for ease of access for engineering support. The aircraft was shut down iaw FRCs with no further incident. Engine oil pressure transmitter receptacle screws found to be loose, screws tightened, ground run carried out and oil pressure indication normal. Aircraft released to service.

201407343	07/06/2014	14:56	EGQM : Boulmer	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)	EGNT (NCL): Newcastle				PAN declared due to engine failure. Military helicopter diverted and landed without incident. RFFS attended.	Soon after lifting, military helicopter declared a PAN on 124.375 due engine failure and requested to land at alternate airfield immediately. The aircraft was offered either runway with no delay and the pilot elected to join downwind right hand to land Runway 07. A Full Emergency was initiated by Tower. On reaching right base the aircraft declared he had regained some manual control of the engine and was expecting to land successfully. The aircraft landed at 15:01UTC with no incident and rescue vehicles in attendance.
201401505	08/02/2014	07:00	EGLL (LHR): London/Heathrow	En route						PAN declared due to passenger medical emergency.	On board doctor assisted. Medlink informed. Priority approach carried out. PAN upgraded to MAYDAY on arrival to stand due to passenger suffering cardiac arrest. Paramedics and RFFS attended.
201316214	14/12/2013	12:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			350		PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201405047	24/04/2014	04:00	EGLL (LHR): London/Heathrow	En route	Other					PAN declared due to passenger medical emergency.	Passenger complained of faintness, nausea and tingling.
201412455	04/09/2014	18:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201406767	27/05/2014	09:05	EGPH (EDI): Edinburgh	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			120	PAN declared and aircraft returned due to equipment cooling failure and pressurisation problems.	On a hdg of 005 just off SID at 6000ft Capt lower screen (HSI) failed. Climbing again got FWD EQUIP OVHT EICAS, cx list actioned and OVRD selected. Mess went out whilst tailing to Tech. 'Surge' in cabin press felt, Cabin Alt checked and seen to be 9000ft and rising rapidly with the a/c. Levelled initially at FL120 then desc to FL100, ATC gave a westerly hdg. FWD EQUIP COOLING EICAS mess received. Having lost the Capt HSI and completed the FWD EQUIP OVHT Cx list Tech was contacted, during the conversation OVHT mess went out. The Cabin clearly wasn't pressurising so a safe level of FL100 negotiated and desc initiated. FWD EQUIP COOLING mess confirmed we were at risk of losing further instrumentation, a PAN was declared and a turn made to return to departure airport. A/C was carrying an ADD 21-58-07, Forward Equip Cooling Overboard Exhaust Valve. Maint. proc 2 had been employed. We had had a delay leaving as a/c had to be towed from maint.base having completed an A Check. During the check a rectification for the ADD was attempted to no avail, ADD remained. When engineers attended a/c after our rtn exhaust valve was investigated and seen to be open (should have been closed if maint.proc 2 carried out) No finger pointing intended but this would explain events. FULL DESCRIPTION: Ca 15 mins after takeoff we started loading the trolleys with hot bf in the front galley. We then felt a strong vibration and heard an unusual noise on the right hand side of the
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201409293	11/07/2014	13:50	EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to hydraulic system failure.	<p>Brest Supervisor phoned at 1350 to advise that aircraft had declared a PAN due "single electrical system failure" with them whilst still 40 minutes from UK FIR boundary and was routing direct to MAY. Details were taken and passed onto the GS Airports and sector staff advised. Once the aircraft was on the S19 frequency, details were verified and it transpired aircraft was actually experiencing a Hydraulic problem. This information was passed onto GS South and GS Air with possible implications as indicated by crew. Coordination was effected with TC SW Coordinator by S19 and the aircraft transferred to TC without further incident. □</p> <p>Supplementary 21/07/14: □</p> <p>On a routine scan of the SD pages we noticed the Green hydraulic system fluid quantity was indicating low with an amber line indication. Within two minutes the ECAM showed the HYD GRN RSVR LO LVL caution. ECAM actions were followed to switch off the PTU and GRN Eng 1 pump. Following DODAR discussion we elected to continue and declared a PAN with ATCC. Brest took details of the emergency and coordinated a direct routing for us to 'MAY' VOR. During the cruise we had time to review all of the considerations for the approach and landing also</p>
201404218	08/04/2014	17:01	EGKH : Lashenden/Headcorn	EGKB (BQH): Biggin hill	EGTT : London (FIR)	EGKB (BQH): Biggin hill			PAN declared and aircraft diverted due to engine vibrations.	<p>Aircraft was transferred to me by LARS West at 1653. The aircraft was intending to route South of the XXXX ATZ however at 1701 the pilot declared a PAN due to engine vibration and that he intended to divert to XXXX. I informed the pilot to remain on my frequency until I passed the details to XXXX. The aircraft was transferred at 1702 and landed safely at 1706. D&D were also advised of the incident. □</p> <p>Supplementary 08/04/14: □</p> <p>Call received from XXXX Radar stating an aircraft 4nm southwest of XXXX en route from XXXX to XXXX had 'engine vibrations', declared a PAN and wanted to divert into XXXX for landing. The aircraft was passed to me on 129.400 and was offered a straight in approach for runway 03 and subsequently cleared to land. The aircraft was high on approach and passed over the noise sensitive area. The pilot then asked for landing on runway 29 which was approved. The aircraft then made a successful landing on the grass to the east of Runway 03 and taxied under his own power to the main apron. No damage was reported and the pilot later reported that the probable cause was 'a problem with the carburettor'.</p>

201414504	13/10/2014	17:41	EGPF (GLA): Glasgow	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)				PAN declared due to hydraulic failure. Aircraft returned.	Aircraft departs runway 32. Reports PAN PAN PAN with Hydraulic failure. Aircraft levels off at altitude 5000ft and transferred to Radar 133.125mhz. Aircraft enters hold to investigate problem. Runway 32 inspected - nothing found. Reports that he believes his gear/flaps set correctly and elects to return. Pilots reports that he intends to stop and shutdown on the runway and requests tug. Full Emergency initiated. Aircraft lands safely and has enough hydraulic pressure to vacate runway 32 before shutdown. Passengers disembark. Incident downgraded to Local standby with attendance. □ Incident closed. □ Supplementary 16/10/14: □ On departure from, on selection of gear up p, hydraulic pump failed with gear in transit and flaps at 15. Action vital actions. Climbed above MSA. Ran Checklist A32, started A33, noted requirement to pump hydraulics, so swapped roles. Ran A32 and A33 in full again in hold. Determined that pump had failed but systems were otherwise satis. Pumped gear down and flap to 20. Made an approach, alerted ATC that we may have to stop on the runway. In the event continuous pumping from FO allowed runway to be vacated. Shut down once over line and chocked aircraft.
201315852	07/12/2013	06:40	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			390	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201409098	04/07/2014	07:10	EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency and injury. Passenger fainted in the lavatory and sustained injuries. Oxygen given. Medlink contacted. Paramedics met aircraft on arrival.	

201407365	08/06/2014	14:07	EGLL (LHR): London/Heathrow	Saber	EGTT : London (FIR)				PAN declared due to disruptive passengers causing a disturbance.	Aircraft checked onto the frequency. This was followed with a call informing me a situation with unruly passengers had escalated dramatically. I ask if the pilot was declaring an emergency. The pilot then declared a pan which I acknowledged. The aircraft was descended and coordinated with the receiving sector for a straight in approach. □ Supplementary 09/06/14: □ During the flight (circa 5 hours), situation with two Pax occurred. This spread to other Pax during the descent. Call from the cabin to say that further new Pax causing and behaving in a threatening manner (level 2). PAN call to ATC as safety of Crew and Pax could not be assured.
201414585	15/10/2014	12:30	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201411766	21/08/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201404079	05/04/2014	13:25	EGNC (CAX): Carlisle	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to Gyro failure.	Whilst on duty as FISO, aircraft declared a PAN due to a failed Gyro and requested Traffic service. The aircraft who was at 4,000ft and looking to descend to low level near an active range to start a Powerline inspection. The aircraft made an attempt to descend west of the range but was unable to see the ground and started to climb again when he indicated to me that he had lost a Gyro but still had a standby AH (artificial Horizon) and requested Vectors. He did not declare a PAN until asked if he wished to declare an Emergency. I initially made a call to West coast before realising that it was not in their area and during that call I asked the aircraft if it was an emergency and when he said Yes and called PAN, I asked him to Squawk 7700 and rogered the PAN call. I then called London Mil gave them the Aircraft details and intentions which they took and Transferred the A/c to 121.5 for continued emergency service. □ Supplementary 06/04/14: □ Aircraft called on 121.500MHz declaring a PAN with gyro failure. He was climbing to 4000ft 997 HPa and initially requested the local weather and was given a steer after being reminded to take his own terrain clearance. He subsequently changed his requested diversion to another location. This airport was contacted to obtain their weather info which was given to pilot and the a/c was given a steer to that location.

201315885	08/12/2013	19:25	OLBA (BEY): Beirut/Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)					PAN declared and aircraft returned due to stall warning on nr2 engine.	Two loud bangs were heard whilst climbing through 7300ft, shortly followed by ECAM warning 'nr2 eng stall'. Before ECAM could be actioned, a further two loud bangs were heard, accompanied by the same message. PAN declared and aircraft returned with nr2 engine at idle. Fire services met the aircraft on arrival and conducted external inspection, nothing abnormal reported. Engineering report states that the first stage connecting rod adjusting nut was loose and no wire locking was evident. First flight since fitment. □ CAA Closure: □ The root cause of this event was established due to VSV (variable stator vane) rod not having been correctly fitted (not locked and safety locked) causing the stage 3 VSV to operate out of rig. Due to this Quality lapse being carried out at a facility in the process of being shut, no quality investigation is possible. This incident has been brought to the attention of the parent company.
201405078	25/04/2014	05:30	EGLL (LHR): London/Heathrow	En route	Other					PAN declared due to passenger medical emergency.	First class pax banged his head on an open locker door. Caused bleeding a pan call was initiated and medics met aircraft on arrival. Passenger was attended to by medics. Other passengers disembarked normally
201409488	14/07/2014	06:30	EGLL (LHR): London/Heathrow	En route				0		PAN declared due to passenger medical emergency. Medical assistance arranged for aircraft arrival.	

201408286	20/06/2014	16:10	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			100	PAN declared due to passenger medical emergency. Cabin crew administered first aid. Paramedics met aircraft on arrival.	A male passenger boarded having cut his hand earlier that day. The cut was bandaged and after 10 mins into flight CSM brought to our attention the hand was bleeding quite a lot but would add additional dressing to it. On approaching destination we were then told due to more bleeding that it best have medical attention on arrival. Deep cut to hand with excessive bleeding. Customer cut his left hand with a breakfast knife earlier that day. When boarding i noticed the bandage but he assured me it had stopped bleeding. During the flight he asked for some tissue as it had started to bleed again and was bleeding through the bandage. Cabin crew dressed with another bandage. Approximately 20 minutes before landing i reassessed customer and he had completely bled through the second bandage. Due to the close proximity to landing i opted NOT to remove the bandages and redress but to put third dressing on with additional pressure. 10 mins before landing customer had bled through the third dressing and was a lot paler in colour and we opted to have him met by paramedics on arrival. Flight crew declared emergency into destination.
201408563	28/06/2014	14:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Medlink contacted. Flight continued to destination and was met by an ambulance, as advised by Medlink.	
201300487	21/01/2013	08:59	EGCC (MAN): Manchester/Intl	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)	EGPK (PIK): GLASGOW PRESTWICK		160	MAYDAY declared due to low fuel state after weather delays and diversion.	A/c had been in the hold unable to land due to delays caused by snow when diversion requested due to fuel. MAYDAY was declared and direct routing was requested. Full emergency initiated and the a/c landed safely with emergency services in attendance.
201416718	29/11/2014	01:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201411023	12/08/2014	15:53	EGXO : Faslane	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)	EGPK (PIK): GLASGOW PRESTWICK				PAN declared due to potential hydraulic failure, aircraft diverted.	I was working as the INT controller with one aircraft on frequency, expecting further traffic. Aircraft had been on frequency earlier outbound and had left the frequency just past Alexandria. They had advised they would be returning later in the afternoon. I was just about to turn traffic onto final approach when aircraft called PAN with a potential hydraulic failure. The aircraft on approach was climbed and held off and aircraft was given direct to the airfield VFR as requested. The helicopter landed without incident. D&D and airport were both advised.
201401562	07/02/2014	10:45	EGLL (LHR): London/Heathrow	En route				0		PAN declared due to passenger medical emergency. Medlink contacted. Expeditious arrival requested.	
201408207	22/06/2014	15:40	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			150		PAN declared due to passenger medical emergency. Expeditious and straight in approach flown. RFFS attended prior to paramedics arrival. Passenger was removed to an ambulance.	
201412100	30/08/2014	14:07	EGLL (LHR): London/Heathrow	En route	Other					PAN declared due to passenger medical emergency.	
201405140	25/04/2014	23:00	EGKK (LGW): London/Gatwick	En route	Other					PAN declared due to passenger medical emergency.	
201412722	02/09/2014	06:50	EGKK (LGW): London/Gatwick	En route	Other			370		PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted the passenger. Paramedics attended the aircraft on arrival.

201405886	11/05/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to flaps failed to fully retract.	<p>As per maintenance check flight schedule, the flaps were successfully extended to "25" via the ALTN system. However on retraction the trailing edge outboard failed to retract from F25. The inboards retracted and to approx. 18 where the retraction was stopped as there was no movement from the outboards. PAN declared and the inboard flaps were extended to 25. Normal F25 landing carried out 27R. □</p> <p>Supplementary 11/05/14: □ Aircraft inbound, at time 1620 declared a PAN due to flap asymmetry problems. The aircraft was given no delay and issued with vectors. □</p> <p>Supplementary 13/05/14: □ Flap function check c/o in both normal & alternate system - nil discernible indication of flap asymmetry - nil synoptic msg or plf. Inboard and outboard flap drive visually inspected - flap motored during flap operation satisfactory Further t/s c/o iaw FIM 27-50-00-00-990-804-001 ref FIM stated above, fig 106: relay r116 (flaps up drive relay) replaced 27-51-12 refers also. □</p> <p>Flap operation checked satisfactory in norm + alt modes. Aircraft released for flight test of flap function. This aircraft has successfully completed an air test post C Check . The aircraft had failed the alternate flap test on the outboard flaps during the positioning</p>
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201407918	17/06/2014	18:00	EGLF (FAB): Farnborough civil	En route	EGTT : London (FIR)				MAYDAY declared due to decompression.	I was the S17(T). The Sector was reasonably busy with fairly standard traffic. A/c called on the frequency and I cleared the aircraft for the standard route. About 5 minutes later, the pilot requested a descent to FL100 due to a problem. I had missed the call sign so I asked on the frequency "Who was asking for descent to FL100?. The pilot confirmed it was their request and so I authorised the descent to FL100 and asked if they were declaring an emergency - to which the pilot replied "Not yet." I made a couple more transmissions to other traffic and then noticed that aircraft was squawking A7700 and flashing 'SOS' on my radar. The pilot declared a 'Mayday' and informed me they were descending to FL100. I acknowledged the 'Mayday' and told them to descend to FL100 and then advise me of their intentions. When the aircraft had levelled-off at FL100, the pilot informed me there was no emergency anymore and they intended to proceed as planned. I confirmed with the pilot that as far as ATC was concerned it would be a normal approach and landing and they confirmed that this would be the case. I then handed the Sector over to another Controller who had been brought in as an extra 'pair of eyes' while the emergency was in progress.
201406003	14/05/2014	12:15	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	
201408473	26/06/2014	14:10	EGLL (LHR): London/Heathrow	Not specified				340	PAN declared due to passenger medical emergency. Paramedics met aircraft on arrival.	
201405357	01/05/2014	10:50	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Passenger suffering from a fever, sickness and stomach upset.
201405079	24/04/2014	05:15	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201405081	24/04/2014	08:43	EGLL (LHR): London/Heathrow	OKBK (KWI): Kuwait/Intl	OKAC : Kuwait (FIR)				PAN declared due to passenger medical emergency.	Passenger fainted/fitted.

201408337	24/06/2014	15:49	LPFR (FAO): Faro	EGKK (LGW): London/Gatwick	EGTT : London (FIR)					Birdstrike to nr1 engine.	<p>During Takeoff roll, ingested flock of birds into number 1 engine. Substantial vibrations and noise. Continued take off. During Aircraft acceleration, vibration increased above 6 VIB units. Decision made to return. Normal landing completed with maximum landing weight. Fire services checked aircraft on the taxiway, with all signs normal. Proceeded to stand and pax offloaded after several hours.□</p> <p>Supplementary 24/6/14:□</p> <p>The aircraft captain - reported seeing a small flock of birds on the climb out phase of take off and struck them with his port side. He could not identify the bird species. The aircraft began to vibrate from engine #1, prompting it to return under emergency conditions. Damage to fan blades of # 1 engine, swabs taken. No debris found.□</p> <p>Supplementary 24/6/14:□</p> <p>I was working SW deps combined aircraft checked on a SAM sid saying he had a bird strike and would let me know his intentions. Aircraft was□ given climb to 6000 ft. A minute later he declared a pan with vibrations to no 1 engine requesting an immediate diversion. Aircraft was turned left 120 degrees and transferred to director to enter the approach pattern.</p>
201408816	03/07/2014	08:20	EGLL (LHR): London/Heathrow	En route				0		PAN declared due to passenger medical emergency. Medlink contacted. Expeditious arrival made.	
201408323	23/06/2014		EGBB (BHX): Birmingham	En route	EGTT : London (FIR)			0		PAN declared due to passenger medical emergency. Expeditious descent flown. Ambulance met aircraft on arrival.	

201408310	24/06/2014	10:00	EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Medlink contacted. Medical assistance available on arrival to stand.	
201409692	18/07/2014	16:05	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		350	MAYDAY declared due to a hydraulic problem. Aircraft diverted.	At approximately 1605z I received information that aircraft had developed a hydraulic problem and wished to divert. On radar I observed that the aircraft had already commenced a turn towards UK airspace under co-ordination between Brest Control and Sector 6/36 at London. When aircraft came on frequency he was asked if he was declaring a PAN or a Mayday to which the aircraft requested that the Tactical controller "say again the message" The Tactical then asked if aircraft was declaring a Mayday to which the aircraft responded in the affirmative and said "Mayday, Mayday, Mayday" which was acknowledged. However on interrogation, the crew of aircraft then stated that the aircraft would be able to make a stable approach and landing and expected to be able to vacate the runway. The situation did not cause undue workload to the sector and the aircraft was handled in the normal way albeit with an expeditious route towards diversion airfield.
201410505	02/08/2014	13:10	KDFW (DFW) [DFW]Dallas-fort Worth,Tx/Dallas/Fort Worth Intl	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				MAYDAY declared due to engine malfunction. Engine shutdown and aircraft returned after dumping fuel.	At the time of the incident I was the controller on TC NW. Aircraft departed on a WOBUN departure and was transferred to me climbing to 6000 feet in accordance with the SID. When the aircraft was just south of BNN, the pilot declared an emergency stating he was shutting down the right hand engine. I asked if he was declaring a MAYDAY to which he replied in the affirmative. I asked the pilot to squawk 7700 which he did. As the aircraft was passing about 5400 feet, he stated he wanted to descend to 5000 feet which was approved when the traffic conditions allowed and return. I asked the pilot if he wanted to return immediately or hold somewhere, to which he replied he wanted to make an approach straight away. Co-ordination was effected with airfield. Subsequently the aircraft elected to hold to dump and burn fuel.

201410731	06/08/2014	15:15	Other	Manchester	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS				Diversion due to passenger medical emergency. Overweight landing. Overweight landing check carried out.	
201410878	09/08/2014	23:07	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGSS (STN): London/Stansted				Aerodrome closed due to aircraft blocking the runway. Multiple diversions and fuel emergencies.	Aerodrome closed due to aircraft landing with low hydraulic pressure in one system and blocking the runway. It was reported that once the tug arrived at the a/c, it noticed that hydraulic fluid was leaking onto the runway which meant a prolonged closure. Because of this TC had to divert 8 aircraft in total with another aircraft which diverted before subsequently turning back once it re-opened. Four aircraft declared a PAN due to shortage of fuel.
201414302	09/10/2014	11:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGSS (STN): London/Stansted		100		PAN declared and aircraft diverted due to minimum fuel.	Aircraft stated on his first call that he was on Min fuel. I informed LL TWR and GS Air. I gave him an EAT of 1136. This was later revised to 1140 due to a missed approach. He then declared a PAN fuel and requested a diversion. I duly organised this.
201409035	06/07/2014	20:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					PAN declared due to passenger medical emergency. Paramedics attended aircraft on arrival.	
201410612	04/08/2014	12:20	EGKK (LGW): London/Gatwick	KESAX	France			340		PAN declared due to passenger medical emergency. Normal approach and landing made. Paramedic attended aircraft on arrival. Passenger was deemed fit to disembark without further assistance.	

201411285	15/08/2014	00:35	EGKK (LGW): London/Gatwick	En route				250	PAN declared due to passenger medical emergency. Oxygen administered. Paramedics attended aircraft on arrival.	
201408649	28/06/2014	16:15	LEPA (PMI): Palma de mallorca	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			Loss of nr2 engine oil. PAN declared and aircraft diverted.	<p>Level in cruise. Loss of Engine No2 Engine Oil quantity "PAN declared". QRH carried out and engine shutdown but red oil PSI had come on by completion of drill. NITS carried out, diverted, Company informed. Normal landing carried out by First Officer.</p> <p>☐</p> <p>Supplementary 05/07/14:☐</p> <p>Recently transferred aircraft. A minute or two later aircraft came back on the frequency declaring a PAN and reporting that they had an engine malfunction and would like an immediate diversion. I had traffic at the same level on the aircraft's left hand side so decided that it would be best to turn right. I put the flight on the 7700 squawk and descended the aircraft, whilst also ascertaining that it was the number 2 engine and that they were intending to shut the engine down. My planner has got a level and frequency so I transferred the aircraft to them. Note: At the point where the aircraft declared a PAN, I reached for my NITS pad or any notebook and found that there wasn't any. I didn't even have a pen available to write the details of the problem down as they had all been removed for some reason.☐</p> <p>CAA Closure:☐</p> <p>Investigations found high speed gearbox (HSGB) core plug adjacent to starter drive pad missing, allowing oil loss and consequent low oil pressure warning in flight deck. MCDU inspected with no debris</p>

201401002	29/01/2014	17:31	Other	En route	EGPX : Scottish (FIR)	EGPB (LSI): Sumburgh			PAN declared and aircraft returned due to transmission indication on standby gearbox pump.	Aircraft declared a PAN due to a transmission indication on Standby Gearbox pump. A Full Emergency was declared, Coastguard who was training at the time escorted the aircraft back, it landed safely at 17:52 and the incident was stood down at 17:57 Supplementary 29/01/14: In cruise when S/B.P caution illuminated. Actions carried out in accordance with ECL and aircraft diverted. Passengers informed on PA, and then briefed in person by commander terminal. Supplementary 29/01/14: Approx 1720 the aircraft called a PAN with standby gearbox pump fault and requested immediate diversion. The aircraft then descended to A20 from A30, squawked 7700, and SOB requested (14). Coastguard aircraft was training in the area and was requested to assist. It was then vectored toward the first aircraft to become visual and to shepherd that aircraft in. The WM made all appropriate calls to assist the Radar controller. PAN aircraft requested a VFR recovery to land RWY09. Second aircraft become visual and followed the aircraft in towards the airfield. Aircraft landed safely. CAA Closure: The event was caused by a faulty pressure transmitter. The manufacturer has a modification in progress which is expected late 2014.
201403753	30/03/2014	15:00	KORD (ORD) [ORD]Chicago,Il/C hicago O'hare Intl	En route	EGTT : London (FIR)		280	PAN declared and aircraft returned due to fire alarm in flight deck.	Pilot stated that he had a fire alarm going off in the flight deck but no fire. The alarm was audible on the RT. He wanted to hold to dump fuel for 12mins. We decided to vector him back. As the aircraft descended he declared an emergency and said he would be landing with 80,000lbs of fuel. Aircraft passed to Tower Control at FL140.	
201407474	08/06/2014	10:50	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)			PAN declared due to passenger medical emergency. Paramedics attended aircraft on arrival.	B737 - Pax Suspected Food Poisoning - Severe D&V - Stayed In Toilet For Landing. We were aware of passenger who thought he might have food poisoning. During later part of approach were informed that he was feeling worse. He had been in the toilet for some time and crew were unable to move him from the toilet. He was still being sick and had severe diarrhoea. Due to the lack of time before landing, and his state, it was decided to allow him to remain in the toilet for landing. A pan was declared. On arrival on stand, paramedics took him off the aircraft prior to the other passengers disembarking.	

201405314	30/04/2014	13:20	LCPH (PFO): Paphos	En route	LSAS : Switzerland (FIR)	EGKK (LGW): London/Gatwick		370	Aircraft diverted due to partial hydraulics failure affecting flight controls.	I was the DVR/LYD tactical controller when the sector received details via KESAX for an aircraft departed that was diverting back to the UK with a technical problem. When the aircraft checked in on frequency, the pilot immediately declared a "PAN" emergency. The pilot reported that they had lost their left side hydraulics and required a longer final than normal so they could manually configure the aircraft for landing. They also requested the Fire Service to attend the landing to check the left side main gear after stopping, however thought they would be able to vacate the runway and taxi to stand normally. I instructed the aircraft to squawk 7700 and to report if they thought they were still leaking fluid, the pilot thought that all the fluid would probably have drained out but could possibly still be leaking a little. The aircraft was transferred to TC Timba at 13:36z. The aircraft landed without any further incident. □ Supplementary 01/05/14: □ L hydraulic leak observed in cruise at F370 during routine scan of status page, Maintrol contacted, diverted at ops request. QRH Hyd system pressure left only completed. All flaps ran as normal so flap 20 landing using alternate system not required. For note,
201410050	14/07/2014		Unknown	EGCT : Tilstock	EGTT : London (FIR)	EGCT : Tilstock			PAN declared due to low oil pressure, aircraft diverted.	FIR called to request assistance suffering with low oil pressure and seeking the nearest suitable airfield to land. The D&D support controller requested the FIR controller transfer the ac to 121.5 for D&D to provide assistance directly to the ac. The nearest air strip was the minor airfield, which was approx 3nm from the ac position.
201402845	10/03/2014	08:40	EGSC (CBG): Cambridge	En route	EGTT : London (FIR)				Aircraft returned due to engine malfunction.	Aircraft departed and called on frequency and requested diversion back to base due to smoke in the starboard engine. Requested descent which was given. The diversion was co-ordinated. The aircraft did not declare an emergency but selected code A7700. The aircraft landed safely. □ Supplementary 10/03/14: □ At 08.40 I received a phone call reporting that the aircraft that had departed was returning with a possible starboard engine fire, or smoke. I accepted the a/c in the descent to alt 4A toward the field. Pilot called on freq and stated that there was smoke from starboard engine. At 08:44 the pilot called a PAN, the ac was number one to land as no other traffic to affect rwy 19 was also offered. Aircraft landed safely Rwy01 at 08.42. The starboard engine had been shut down.

201408050	19/06/2014	13:35	EGNT (NCL): Newcastle	En route	EGPX : Scottish (FIR)			140	PAN declared due to passenger medical emergency. Expeditious approach and priority landing made. Ambulance met aircraft on arrival.	
201405588	03/05/2014	21:15	EGKK (LGW): London/Gatwick	En route	Other			400	PAN declared due to passenger medical emergency.	Passenger had a fit and lost consciousness.
201406517	21/05/2014	13:10	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			300	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201412104	31/08/2014	14:54	EGCV : Sleep	En route	EGTT : London (FIR)	EGVO (ODH): Odiham			PAN declared and aircraft diverted due to oil pressure indication.	Aircraft called a PAN at time 1454Z with I believe oil pressure problems. Pilot requested to divert immediately to repair the issue. I asked if he was able to maintain his altitude, and also gave the pilot the position of the airfield to his NW and also advised of the intense gliding in progress there. He elected to continue to divert to his choice of airfield, so I called gliding club after trying their ATC just in case. I passed basic details to gliding club and once more able called back to get their local pressure setting and runway in use. Club advised also they had grounded all their gliders just in case, and provided the frequency of 119.225 and Rwy27. Aircraft changed frequency and joined with a left hand pattern after clearing the gliders and landed without incident.
201407891	08/06/2014	21:10	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered and paramedics met the aircraft on arrival.
201412962	12/09/2014		EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201407922	17/06/2014	12:40	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Expeditious approach and landing carried out. Paramedics met the aircraft on arrival.

201408437	24/06/2014	04:00	Other	EGPM (SCS): Scatsta	EGPX : Scottish (FIR)				PAN declared due to passenger medical emergency. Aircraft returned and was met by emergency services.	
201407929	17/06/2014	16:00	Other	Field east of Guernsey Airport	LFRR : Brest (FIR)				UK Reportable Accident: Aircraft struck a building during an attempted forced landing, made due to smoke in the cockpit after take-off. Emergency declared. Two POB, one minor and one serious injuries. AAIB AARF investigation.	CAA Closure: □ Whist climbing, smoke was detected in the cabin which became 'rapidly choking' and thicker such that visibility reduced significantly. The pilot shut down the engine and turned towards the airport, intending to make a forced landing there. The aircraft struck a disused greenhouse approximately 0.5 nm short of the runway and the passenger suffered a serious back injury. An engine exhaust pipe had fractured and the hot gases had burnt the glass-fibre cowling. AAIB Bulletin 12/2014, Ref: EW/G2014/06/17.
201416845	02/12/2014	18:30	EGNT (NCL): Newcastle	En route	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		380	PAN declared and aircraft diverted due to passenger medical emergency.	
201416732	30/11/2014	12:30	EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to cabin crew illness/incapacitation.	Crew member removed from safety related duties for the remainder of the flight. Paramedics met the aircraft on arrival.
201502137	21/02/2015	00:10	EGGW (LTN): London/Luton	En route	EGPX : Scottish (FIR)	EGPH (EDI): Edinburgh		380	PAN declared due to passenger medical emergency. Aircraft diverted. Oxygen administered. Medically qualified passenger assisted. Passenger offloaded.	

201502490	26/02/2015	14:30	EGLC (LCY): London city	LEGR (GRX): Granada	LECM : Madrid (FIR)				Aircraft returned due to passenger medical emergency. PAN declared.	Passenger lost consciousness and was placed on oxygen.
201410877	09/08/2014	23:07	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to aircraft low hydraulic pressure.	<p>KK closed due to aircraft landing with low hydraulic pressure in one system and blocking the runway. It was reported that once the tug arrived at the a/c, it noticed that hydraulic fluid was leaking onto the runway which meant a prolonged closure. Because of this TC had to divert 8 aircraft in total with another aircraft which diverted before subsequently turning back for once it re-opened. □</p> <p>Supplementary 09/08/14: □</p> <p>In cruise at FL380 green system low pressure warning due to loss of green system hydraulic fluid. ECAM drills carried out. On first contact with control they were informed of the problem, plus Ops. Normal landing carried out but needed to be towed off the runway. □</p> <p>Supplementary 09/08/14: □</p> <p>Full Emergency aircraft failed to vacate runway due to Hydraulic Failure. A/C STOPPED ON RWY LEAVING CONTAMINATION ON RWY SURFACE FOLLOWING A HYD SPILL. SWEEPER REMOVED CONTAMINATION AND RWY REOPENED. □</p> <p>Supplementary 09/08/14: □</p> <p>TC they advise that aircraft is PAN with low hydraulic pressure in 1 system but expects to make a normal approach, landing and to be able to vacate. Aircraft reports unable to taxi.</p>

201410965	11/08/2014	15:15	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			100	PAN declared due to low fuel.	<p>I was working as TC BIG Radar controller when aircraft (inbound in the BIG hold) reported a PAN due to a shortage of fuel. Aircraft had been given an EAT of 1531 by the previous controller and had mentioned that was about the limit that they could hold for. I then informed the crew when the EAT increased to 1538. The crew then told me that they would like to divert. However, as the delay was around 20 mins, they refused that option. They then stated that they would like to go to an alternative airport. Upon being told that the delay was 10 minutes they opted to declare a PAN in order to commence an approach. My coordinator informed DIR and the a/c was then transferred to DIR in accordance with the release. □ Supplementary 14/08/14: □</p> <p>After committing to land EAT revised below Final Reserve Fuel capability. Significant delays due few CB's in vicinity. ATC gave EAT of 1531z after BIG hold. Calculated max of 30 mins of holding time available at BIG prior to starting approach if committing to land with minimum reserve fuel. ATC informed that 1531z was the maximum EAT I could accept. EAT later revised to 1530z. At 1501z took up BIG hold. Appx 1505z EAT revised to 1538z.</p>
201500633	16/01/2015	19:50	EGPF (GLA): Glasgow	EGCC (MAN): Manchester/Intl	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			Aircraft diverted and PAN declared due to low fuel.	<p>I was operating as the App South controller and was made aware of aircraft diverting. At shortly before 1950 hours Scottish called to advise that aircraft was in a low fuel state. I stated that the aircraft would not hold. At 1950 hours aircraft called on frequency so I informed the pilot that whilst there would be no delay at the hold, he was number 7. I asked the pilot if they could accept a standard approach as number 7 to which the crew declared a Pan due to low fuel. I instructed an aircraft at Mirsi to orbit and turned another from the south away in order to expedite the arrival of aircraft. Aircraft landed safely a short time later.</p>
201405127	27/04/2014	13:00	EGAA (BFS): Belfast/Aldergrove	EGAA (BFS): Belfast/Aldergrove	EGPX : Scottish (FIR)				PAN declared due to passenger medical emergency and Police assistance requested due to additional passenger disruption.	<p>Paramedics were requested to meet the aircraft on arrival. Threats and allegations were made being against another passenger so Police were also requested.</p>

201403154	16/03/2014	06:00	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			400	PAN declared due to passenger medical emergency.	Medlink contacted.
201403844	28/03/2014	03:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201403931	02/04/2014	15:27	EGVN (BZZ): Brize norton	EGVN (BZZ): Brize norton	EGTT : London (FIR)			210	PAN declared due fuel emergency.	While working as TC Capital, aircraft requested if they could get a more direct routing. As I had already tried to instigate a short cut and been told by VN that it would have to be the full routing I told the aircraft they would only get a short cut if they declared an emergency. They then declared fuel emergency. I acknowledged the PAN and started to coordinate with TC N to get the aircraft down as quickly as possible. I also got a coordinate briefly to help with my phone calls. We coordinate with TC NW and gave the aircraft descent and to them.
201416648	27/11/2014	04:49	EGKK (LGW): London/Gatwick	En route	EISN : Shannon (FIR)			400	PAN declared due to passenger medical emergency.	Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201410807	27/07/2014	09:43	EGLL (LHR): London/Heathrow	Not specified	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Priority approach flown.	

201500494	13/01/2015	18:05	EGLC (LCY): London city	En route	EGTT : London (FIR)	EGMC (SEN): Southend		77	MAYDAY declared and aircraft diverted following lightning strike.	I was acting as a mentored on TC SE band boxed when the aircraft declared a mayday stating that she had been struck by lightning and required to land at the nearest available airport. I pointed her in the direction of the nearest airport then, with her agreement, transferred her to airport director. □ Supplementary 13/01/15: □ Just past WAFFU in the descent. Captain as PF. Nothing showing on weather radar. Entered a cloud bank. Simultaneous bright flash and loud bang, nr1 instruments all failed and control handed over to the FO, nr2 instruments then failed and left with standby instrument panel. Emergency declared and, with ATC assistance, diverted and an uneventful landing was carried out. □ Supplementary 13/1/15: □ Approximately abeam WAFFU FL85 we entered a cloud containing hail, SEAT BELT signs illuminated immediately. No previous activity noted on WX radar and no lightning activity observed. Shortly after entering cloud we heard a loud bang and saw the associated flash with a lightning strike. Shortly afterwards the autopilot disconnected and AHRS DATA INVALID message on ADU displayed. CM1 took control and CM2 noticed discrepancy between CM1 and 2 EADI. Handover of control to CM2 as his side EADI initially cross checked with standby instruments. MAYDAY call transmitted to London Control by CM1 and requested divert to nearest suitable airfield and information regarding loss of
201409841	15/06/2014	07:35	EGNM (LBA): LEEDS BRADFORD	EGTC : Cranfield	EGTT : London (FIR)	EGTC : Cranfield			PAN declared and aircraft diverted due to perceived loss of fuel en route.	Aircraft reported to be losing fuel. Informed by TMA that aircraft had declared a PAN and was diverting in due to losing a lot of fuel. I initiated a full emergency and at 07:42 the aircraft commenced an ILS/DME approach. The Pilot reported one POB and that the engine had recently been overhauled and the fuel gauges were showing a larger consumption than anticipated. The aircraft landed safely as external emergency services arrived. Aircraft was inspected by RFFS on taxiway D and no problems were found. Incident closed.
201416866	03/12/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Medical professional onboard assisted with passenger.

201502473	28/02/2015	13:53	EGLL (LHR): London/Heathrow	En route	Other			380	Nose landing gear uplock failed. PAN declared.	As previous sector ecam and nose gear showed not uplocked. Gear selected at 8 nm and pan declared to avoid 20 min hold with potential problems if gear did not lock down. Uneventful landing. □ Supplementary 28/2/15: □ Aircraft declared a PAN due to a potential nose wheel problem to avoid holding.
201411032	12/08/2014	17:55	CYYC (YYC): Calgary/Intl, Alta.	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			150	MAYDAY declared and aircraft returned due to acrid fumes on flight deck.	Climbing through FL200 an acrid smell became apparent on flight deck. MAYDAY declared and QRH smoke and fumes actioned and decision taken to return to departure airport. The acrid smell worsened with duration of flight and after smoke and fumes removal checklist actioned. Aircraft landed gently at 156,000kg. The fireman on entry stated the acrid smell was obvious and strong and the flight deck windows had been opened after landing □ and open for the taxi in and the shutdown. □ Supplementary 12/08/14: □ Aircraft declared MAYDAY with fumes in the cockpit and requested immediate descent and return to departure airport. MAYDAY acknowledged by tactical controller and aircraft asked to squawk 7700. Descent given to FL200 (after coordination other sectors) and the aircraft given a left turn back towards the airport. Aircraft transferred to discrete frequency. Aircraft was unable to dump fuel and requested emergency vehicles available on landing. □ Supplementary 13/08/14: □ Just as we were setting up the bars, approx 10-15 minutes into the flight, SFO called at Dr 1L and informed me that they were all on oxygen as they had a strong acrid smell on the flight deck and fumes present. He asked us to suspend the service until they knew more. I went to inform the CSD. She then
201411382	18/08/2014	10:26	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			120	PAN declared due to passenger medical emergency. Paramedics requested by passenger.	

201412706	10/09/2014	09:21	EGHH (BOH): Bournemouth/Hurn	EGHH (BOH): Bournemouth h/Hurn	EGTT : London (FIR)				PAN declared and aircraft returned due to birdstrike to nose of aircraft.	On departure at approx 50ft a bird, identified in flight as a swallow, struck the nose of the aircraft. The aircraft was positioned over the bay to the south of the airfield where a low speed handling check was conducted whilst burning off fuel to landing weight. No abnormalities were observed and the crew called for PAN status for the landing. ATC confirmed that the remains of a swallow had been retrieved from the runway.
201412801	10/09/2014	22:00	EGKK (LGW): London/Gatwick	En route	Other			320	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201407282	05/06/2014		EGTB : Wycombe Air Park/Booker	Banbury	EGTT : London (FIR)				D&D Cell Report: PAN declared due to pilot lost. Position fix and steers given until pilot reported visual with the airfield.	Pilot declared a Pan on 121.5 SW of Banbury. He reported himself as lost and was given a position report from the nearest town. Pilot was obviously distressed and appeared confused so a further position report was given from a major city, however the pilot still appeared confused to his position. Pilot was given a squawk of 3305 and placed under a BS. After informing the controller of the aircraft's intended route pilot was given a steer for his destination aerodrome. Regular updates on the pilots' position, distance to run and local geographical features were provided. The pilot reported that he believed he now knew where he was, but was kept on frequency until he was visual with destination.
201407457	09/06/2014	12:15	EGUW : Wattisham	EGUW : Wattisham	EGTT : London (FIR)				PAN declared due to main transmission gearbox magnetic chip caption indication.	A military helicopter was outbound low-level to conduct routine training. The aircraft was seen on radar to reverse its direction and begin a climb to 700' QNH. A problem was suspected and on enquiry the crew responded with a PAN call with a Main Transmission Gearbox Magnetic Chip Indication. The wind was directly across the runway, therefore both runways were offered to the crew, who elected to make a running landing to RW05 from a visual approach. The crew was released to Tower when visual and landed safely at 12:23. D&D were informed throughout.

201404148	07/04/2014	10:55	EGQK (FSS): Kinloss	EGQK (FSS): Kinloss	EGPX : Scottish (FIR)				MAYDAY declared and emergency landing carried out due to loss of oil pressure on one engine.	I was on duty as the INT ATCO but with a trainee. At approximately 1035 a PAN call was heard from this aircraft. It stated that it was a formation of two aircraft, one of which had reducing oil pressure on one engine. The aircraft doing the R/T said that it was shadowing the PAN aircraft and they intended to land at XXXX. The initial estimate for XXXX (from the radar) was about 1055. The emergency developed further when the shadow said that it seemed possible that the PAN aircraft might have to make a precautionary landing. At about 1100 a MAYDAY call was heard and the shadow said that the emergency aircraft was force landing in a field. On radar this appeared to be about 6 miles SSW of XXXX airfield. The shadow reported the emergency aircraft had landed safely and the 2 crew appeared safe and well. He then departed for destination airfield.
201414261	08/10/2014	20:19	EGLL (LHR): London/Heathrow	EGPD (ABZ): Aberdeen/D yce	EGPX : Scottish (FIR)				PAN declared due to flaps being stuck after take-off due to broken pin (16) on flap lever.	I was working as the ADC controller band boxed with GMC. Aircraft had departed for airport and been transferred to Radar. They then declared a PAN and informed me that they could not clean the aircraft up and their flaps were stuck, that they would like to level off at flight level 80 and possibly return or possibly divert. I asked them if they were happy to take a change of frequency and then transferred them to INT.□ Supplementary 08/10/14:□ Airborne return flaps stuck after take-off. Flaps got stuck after take off. PAN declared and aircraft returned. Landed safely. CAPT'S REPORT: DURING ACCELERATION FLAP LEVER MALFUNCTIONED MEANING FLAPS COULD NOT BE MOVED FROM FLAP 3 (TAKE OFF CONFIG) TO FLAP 1. AIRCRAFT TURNED BACK DEFECT TRACED TO BROKEN PIN (16) ON FLAP LEVER WHICH MEANT LEVER COULD NOT BE MOVED OUT OF ITS DETENT. Airborne return due flaps stuck at 3. Shortly after take off after passing acceleration altitude we accelerated and attempted to select the flap from 3 to 1 as is normal but the flap lever wouldn't move. I tried it several times then instructed the FO who was handling the aircraft at the time to pull selected speed so as not to accelerate further. We put the autopilot in hand control and asked him to turn the lever
201414488	10/10/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201401234	01/02/2014	15:00	EGNM (LBA): LEEDS BRADFORD	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)					PAN declared due to passenger medical emergency. Sink Rate warning sounded due to gusting wind conditions.	Aircraft landing on a Pan Pan with a medical emergency. Gusting conditions approx 35 kts crosswind with windshear reported 1hr previously. On very short finals gusting wind conditions were being corrected when a sink rate warning sounded. As the warning was heard the condition had been corrected and the aircraft was over the threshold on stable parameters hence landed. Ambulance crews met the aircraft on stand where the pax was transferred to hospital.
201313441	20/10/2013	15:00	EGCN : DONCASTER SHEFFIELD	EGBE (CVT): Coventry	EGTT : London (FIR)	EGBE (CVT): Coventry				MAYDAY declared and aircraft diverted due to engine problems/failure.	
201408289	24/06/2014	09:15	EGLL (LHR): London/Heathrow	En route				0		PAN declared due to cabin crew illness and incapacitation. Medlink contacted. Medical assistance arranged for arrival.	
201408322	23/06/2014	09:20	EGPE (INV): Inverness	En route	EGTT : London (FIR)					PAN declared due to hydraulic system fault/failure during cruise. Aircraft returned.	Hydraulic System OVHT - Return. In cruise, HYD BLUE PUMP OVHT then HYD BLUE SYS LO PR. Carried out ECAM actions. ACARS send to departure OCC advising situation and preferred intentions. We checked LDG Dist Performance for intended destination and just possible to land. OCC requested we return to departure airport. NITS to Cabin crew and PA to Pax advising them of situation and return to airport. Captain PF and FO PM. PAN call made with Radar, Normal landing with Flap Full Auto brake Medium, reverse full. Fire service followed to stand. Aircraft handed over to engineers. Aircraft Unfit For Service.

201408724	01/07/2014	15:10	EGFF (CWL): Cardiff	En route	Other	EGMC (SEN): Southend		240	PAN declared due to instrument failure.	When aircraft called on frequency he advised that he was declaring a PAN due to instrument failure and was investigating the problem. He reported that he needed to maintain VMC. The PAN was acknowledged and TC East advised. Shortly thereafter, the crew advised that they had lost the Captain's side instruments but had the First Officer's side and wished to divert. When questioned, he advised that maintaining VMC on the descent looked likely. The crew requested that the Company be advised of the diversion and this was done. The details were passed on to TC and the aircraft was transferred to them. □ Supplementary 01/07/14: □ nr1 and n2 inverter systems failed during flight.
201409832	21/07/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201416877	03/12/2014	15:50	EGBG : Leicester	EGBG : Leicester	EGTT : London (FIR)				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.
201411287	16/08/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201418024	29/12/2014	12:10	EGPE (INV): Inverness	En route	EGPX : Scottish (FIR)	EGPH (EDI): Edinburgh		240	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201413002	15/09/2014	16:42	EGUB (BEX): Benson	EGUB (BEX): Benson	EGTT : London (FIR)				PAN declared due to gearbox warning light.	A/c called a PAN on approach frequency whilst 6nm north of the field transiting southeast bound. The aircraft reported a cockpit warning light relating to the tail gearbox equipment. Full emergency action was initiated and the aircraft joined for approach and landed safely.
201412909	13/09/2014	11:22	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201413326	21/09/2014		EGLL (LHR): London/Heathrow	LSZH (ZRH): Zurich	LSAS : Switzerland (FIR)			10	Electrical burning smell in rear of cabin. PAN declared and aircraft returned.	<p>Electrical burning smell in the rear of the cabin after takeoff. QRH at FL10 and decision made to return. PAN declared and safe landing. Note: this aircraft had the same problem inbound. Flight Crew debriefed. □ Supplementary 07/10/14: □ On boarding we realised we had no audible chimes in the forward galley (for the inter phone/pax call/ or seatbelt signs) I informed the captain and he said that if he needed us he would call over the PA or flash the seatbelt signs. I also asked that if the smell reoccurred in the rear galley, would he be happy for the crew to call directly even if it was before the seat belt signs were extinguished. He agreed this would be fine. Shortly after the landing gear had gone up. Again there was an electrical burning smell in the rear galley. Smell also noticed in the forward galley. We received the alert call from the flight deck. Diversion. Captain explained to the pax, crew briefed via inter phone. Cabin secured again. Landed normally. Fire services boarded investigate - no source of heat found. Taxied to stand. PAX disembarked. PAX ok, many at the rear had smelt the smell of electrical burning including a positioning Captain (Non operator staff). I felt a little dizzy and light headed and my throat felt sore. □ CAA Closure: □ The investigation carried out was comprehensive and included all appropriate areas of concern. The only</p>
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201412546	08/09/2014	05:30	LFPG (CDG): Paris Charles-De-Gaulle	En route	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		130	PAN declared and aircraft diverted due to fumes/strong burning smell in rear of cabin.	During climb out, Cabin Crew reported to the flight deck a burning smell in the rear of the cabin. A positioning Captain confirmed the smell and described it as a burning smell similar to rubber, not typical of that associated with the APU. The flight crew carried out a DODAR and Captain became PF. Crew initiated a diversion, declaring a PAN and requesting fire services on arrival. NITS brief for a precautionary landing given to CCM and a PA made to inform the passengers. A quick message to OPS was sent via ACARS. During approach the cabin crew reported the smell was intensifying, and flight deck notified ATC of intention to stop on runway. After landing on 08R aircraft stopped on runway and initiated contact with fire service. CCM informed flight deck that the smell was not getting worse. Cabin Crew Normal Operations PA and passenger PA made. A/C taxied to stand with fire service in attendance. On stand, passengers disembarked normally onto buses, paramedic and fire crew checked their condition. Fire crew boarded aircraft for inspection and noticed light haze towards rear of cabin in the same area the smell was noticed by CC & Passengers. Cabin crew members 2 and 3 reported light headed feeling present during the flight. □ Supplementaries 08/09/14: □ Cabin crew's version of events x 3. □ Supplementary 10/09/14: □ Whilst working as TC, aircraft declared there was a burning smell in the rear galley, They subsequently
201417094	06/12/2014	00:15	EGBB (BHX): Birmingham	En route	TTZP : Piarco (FIR)			410	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201412128	30/08/2014	23:10	Other	En route	EGTT : London (FIR)				PAN declared due to problem with tail rotor.	Aircraft was on my frequency, operating on the southern edge of the London City control zone, when the crew declared a PAN. The pilot stated there was a problem with the tail rotor and requested an immediate return to base. This was approved. The calibrator aircraft was also on task in the area and was issued with delaying action to allow the aircraft a direct route. D&D were informed and the aircraft continued to land without further incident.

201316423	18/12/2013	14:30	EGMH (MSE): Manston (Civil)	EGSS (STN): London/Stan sted	EGTT : London (FIR)	EGSS (STN): London/Stansted			PAN declared and aircraft diverted due to a flap problem.	I was working as the radar controller. I had received the aircraft as a diversion. At this time the aircraft had a flap problem but was not declaring an emergency. I vectored the aircraft onto final approach for runway 22 and as he approached a 10 mile final the pilot declared a PAN. The pilot said it would be a partial flap landing and that it would be high speed and requested fire services on landing. This information was passed on to the tower. I then transferred the aircraft to the tower.
201409206	09/07/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared to passenger medical emergency. Oxygen administered.	
201408100	20/06/2014	20:02	EGAC (BHD): Belfast/City	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		240	MAYDAY declared due engine failure.	Aircraft called a Mayday at around 20:02UTC and reported engine failure and requested to descend to FL150 (was maintaining FL240 at the time). Was positioned overhead WAL at the time I think. I acknowledged the Mayday and asked the aircraft to squawk 7700 and report his intentions when able. He said he wanted to remain on the heading and descend to FL150 and he would inform us of his intentions in due course. I carried on working the rest of the traffic whilst monitoring the emergency aircraft and my planner TOSR'd departures into our sector. A few minutes later the aircraft asked which RWY was in use at diversion airfield (23R) and informed us he would like to divert there and that he was 'normal nav' and could accept headings. I turned him left onto heading 130. I asked him to report which engine had failed and he said engine no. 2. We liaised with CC approach and coordinated a downwind heading. I transferred the aircraft heading towards MIRSI descending to FL60.□ Supplementary 22/6/14:□ Aircraft was diverted due to a technical fault. The aircraft was met by emergency services as a routine and precautionary measure. All the passengers disembarked once the aircraft landed.□ Supplementary 22/6/14:□ Cruising at FL240 at 240 knots, the number 2 engine abruptly oversped, stabilising at 1060 RPM, followed by a Number 2 PEC caution on the CWP and a "POWERPLANT" message. The cabin crew were told

201408779	27/06/2014	13:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Oxygen administered. Medlink contacted. Paramedics requested.	
201300317	14/01/2013	19:40	LFPG (CDG): Paris Charles-De-Gaulle	EGNX (EMA): NOTTINGH AM EAST MIDLANDS	EGTT : London (FIR)			140	A/c in climb reported pressurisation problem, PAN declared. A/c returned for normal descent and landing.	Passing FL140 cabin pressure differential decreasing and cabin altitude rising. Bleed and pack switches checked in correct position. Descent requested to FL100, pressure warning activated, oxygen masks donned, and PAN declared. Engineering found that there was a split in the rear cargo hold door seal which caused the loss of pressure.
201416317	21/11/2014	09:18	LFOA : Avord	En route	United Kingdom	EGDG (NQY): St. Mawgan		215	MAYDAY declared and diversion initiated due to engine fire.	Aircraft was at FL215 climbing FL250 routing toward LIZAD dest. His position was 60nm NW when he called Mayday right engine fire and requested immediate diversion. The pilot changed the squawk himself to 7700 and the tactical gave the aircraft routing to alternate. I notified the LAS then called alternate to advise the Mayday call, they requested the aircraft be descended to 3000A on QNH 1013 and transfer to 133.4, I was also asked to obtain POB which was 2. A second Tactical controller plugged in and brought the emergency checklist to our attention which we then checked through to ensure we had carried out the best actions. The tactical descended the aircraft to 3000A and continued to provide range and bearing information. □ Swanwick Mil Sup advised D&D and RAF of the Mayday aircraft S9 Assistant advised Brest of the diversion. The tactical asked if the pilot could accept a frequency change which he could and the aircraft was transferred to approach around 50nm DME the airfield. I called alternate to advise we had not passed the weather to the pilot and asked if he had checked on frequency which he had. Shortly afterwards I was relieved from my position.

201410496	02/08/2014	12:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)					PAN declared due to passenger medical emergency during taxi-in. Request made for medical services to meet aircraft on arrival to stand.	
201500548	10/01/2015	10:00	EGLC (LCY): London city	EGLC (LCY): London city	EGTT : London (FIR)	EGSS (STN): London/Stansted				Two Windshear Go-arounds PAN declared.	First approach carried out wind 250/22 Gusting 38kt. Red windshear warning. Second approach carried out after 8-9mins holding. Wind had decreased by 5kt. On final App wind increased again to gusting 38kt Red windshear warning received. Crew got weather report for another local airport that was 230/20 kt and nominated to fly there. Received updated weather which had deteriorated to gusting 48kt. They received an additional weather report for another airport which was 250/18kts so a diversion to the second alternative was requested. Declared a PAN due to low fuel. ACTIONS AND RESULTS All Windshear Go-arounds carried out as per SOP's fuel on shutdown was 940kg. Final reserve 771 kg. OTHER INFORMATION AND SUGGESTIONS FOR PREVENTATIVE ACTION Local radar ATC were extremely helpful. However, coordinating the diversion with the destination did take approx 4-5mins which lead to the requirement to declare a PAN. Also all stocks of sick bags onboard were depleted/ not enough onboard.

201413450	22/09/2014	12:00	EGNR : Hawarden	En route	Other			110	MAYDAY declared and aircraft returned due to battery overtemp master warning.	Battery 'one' over-temperature red master warning CAS message triggered (indicating battery temperature in at or in excess of 100 degrees) during climbout whilst passing FL110. Appropriate drills - memory and checklist items - were completed, isolating battery one. However, these actions failed to control the overtemperature indication, and consequently a 'mayday' was declared for a return to departure airport. ATC responded with an immediate clearance to descend and return to runway 27. During descent, the overtemperature indication temporarily reverted to a normal temperature indication before reinstating, suggesting a sensor fault. After landing, immediate visual and physical inspection of the errant battery showed no sign of distress - the battery was also cold to the touch. Subsequent engineering inspection confirmed one of the two battery sensors to be faulty. The aircraft was powered on with both Battery 1 and 2 selected the day following the Battery Overtemp event. The CAS message still indicated Batt 1 O'Temp with the battery temperature indicating 100 deg. A resistance check was performed on the two temperature sensors of the battery with an indication of 167 Ohms and 400 k Ohms. At an
201406387	19/05/2014	11:15	Unknown	En route	EGTT : London (FIR)				PAN declared and aircraft returned due to birdstrike.	Aircraft landed safely.
201411498	20/08/2014	13:55	EGLL (LHR): London/Heathrow	En route	LIRR : Roma (FIR)				PAN declared due to nose wheel steering fault ECAM warning during climb.	Wheel n/w strg fault ECAM warning on climb. Manuals and resets checked, and none avail due to being airborne. ATC notified, PAN declared, normal approach and landing, taxiied clear, and a/skid &n/w strg reset, steering regained, and taxiied onto stand.

201500544	15/01/2015	11:54	EGPB (LSI): Sumburgh	EGPD (ABZ): Aberdeen/D yce	EGPX : Scottish (FIR)			70	PAN declared and aircraft returned due to unsafe gear indication.	After their departure I instructed the crew of aircraft to contact 119.050. No reply was forthcoming so I repeated the instruction, this time an acknowledgement was received. Radar rang to advise that aircraft hadn't made contact, followed almost immediately by a PAN call. The captain reported an unsafe gear warning, requested a period of holding followed by a priority approach. I think I omitted to acknowledge the PAN call, but chose not to instruct the crew to select 7700, since the aircraft was remaining in the vicinity departure. With hindsight, that may not have been a wise decision as Radar would otherwise have been alerted sooner to the emergency situation. Having observed there was no conflicting traffic in the immediate area, I instructed the crew to turn towards the ADN, to stop their climb and descend to maintain FL70. I contacted Radar to explain the situation and to confirm the instructions that I had passed to the crew. The radar controller asked me to transfer the aircraft to him. This I did, and made a further call to confirm that the captain had declared a PAN. The aircraft later returned to my frequency commencing an ILS approach. The crew confirmed that 'three greens' were displayed, and that, for the purposes of the fire service, the left main had been the problem gear. The aircraft landed safely.
201502105	20/02/2015	04:30	EGLL (LHR): London/Heathrow	En route				360	PAN declared due to passenger medical emergency. Oxygen administered. Medlink contacted. Paramedics were requested to meet aircraft on arrival.	
201410783	06/08/2014	23:15	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)				PAN declared due to passenger medical emergency. On board doctors assisted. Priority approach flown. Paramedics met aircraft on arrival.	

201405942	13/05/2014	07:15	LEPA (PMI): Palma de mallorca	En route	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			MAYDAY declared and aircraft diverted due to passenger medical emergency.	Oxygen administered and paramedics met the aircraft on arrival.
201417337	13/12/2014	12:13	EBOS (OST): Oostende	En route	EGTT : London (FIR)				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. <input type="checkbox"/> A/c handed to Radar. A/c landed.
201407193	05/06/2014	08:52	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)		350	PAN declared due to multiple nr2 engine status/EICAS messages.	Aircraft checked in (we had been pre-advised) as a PAN-PAN Engine 2 was idle. He declared that he had no descent issues, He did not want to hold. He declared no foreseeable problems with vacating the runway or taxiing. <input type="checkbox"/> Supplementary 4/6/14: <input type="checkbox"/> Previous sector had 'auto start sys 2'. During cruise on this sector 'auto start sys 2', 'eng 2 eec c1' and 'turb ovsp sys 2' status and frequent 'eng 2 auto start' Eicas caution messages. Eng 2 EGT indication fluctuating to over 900°C. Unable to identify cause. Pan declared. 'Flaps Drive' during flap extension on approach. Eng 2 problem discussed with Maintrol. Decision to operate eng 2 at idle thrust. This resulted in thrust levers fluctuating <input type="checkbox"/> between full and idle thrust to 'pick up' no.2 thrust lever, so autothrottle disconnected. Flight continued with no. 2 thrust at idle, manual thrust and configured for 3-eng landing. Flaps Drive: approach discontinued while QRH actioned. Approach and landing completed uneventfully. Precautionary fire services in attendance for arrival due high speed approach. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Following this event, the EICAS fault messages were reviewed and indicated that the nr2 engine Full Authority Fuel Controller (FAFC) required replacement. Subsequent unit strip identified a broken wire within the controller. It was confirmed that this	
201413078	21/09/2014	22:15	EGPK (PIK): GLASGOW PRESTWICK	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)		100	PAN declared due to passenger medical emergency.	Centre advise inbound flight has declared a medical emergency due 63 year old male passenger with chest pains. Flight makes standard approach and landing to runway 30, ambulance awaits passenger on stand.	
201408011	13/06/2014	14:52	Other	En route	EGTT : London (FIR)	EGMD (LYX): Lydd			PAN declared due to rough running engine. Aircraft diverted and made a precautionary landing.	Aircraft had been operating on a series of formation flights. Aircraft declared a PAN due to rough running engine. Full emergency declared by ATC. Aircraft routed overhead at approx 2000ft and flew a left hand circuit to land safely on rwy21. After landing aircraft taxied under own power.

201405848	28/03/2014	05:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			390	PAN declared due to passenger medical emergency.	Paramedics requested to meet the aircraft on arrival.
201408492	26/06/2014	08:00	EGLC (LCY): London city	EHRD (RTM): Rotterdam	EHAA : North Sea Area V (FIR-P)			50	PAN declared due to total loss of right hydraulic contents during climb. 'RT HYDRAULIC QNTY LOW' caution illuminated. Aircraft returned. Emergency services attended and confirmed leaking hydraulic fluid.	Total loss of right hydraulic contents after take-off. On climb out shortly after takeoff RT HYDRAULIC QNTY LOW caution illuminated. Hydraulic page indicated that the contents of the Right System had been lost completely. The aircraft was levelled and speed reduced and PAN call made to ATC. The Malfunction check list items were initiated and a holding pattern flown in preparation for a return. The cabin reported a "high pitched noise coming from centre of cabin" . A QNITS brief was given and the passengers reassured. Landing distance required and flap less procedure discussed with consideration given to loss of nose wheel steering and braking. The gear was lowered via the emergency release handle prior to the start of the approach and landing. The aircraft was brought to a halt and the decision made to vacate runway as there still appeared to be a limited amount of nose wheel steering available. The emergency services attended who carried out an external inspection confirming leaking hydraulic fluid. The aircraft was shut down and the passengers removed to waiting coaches after which the aircraft was towed to the maintenance area and handed over to the
201407923	23/05/2014	12:13	EGLL (LHR): London/Heathrow	Not specified				350	PAN declared due to passenger medical emergency. Medlink contacted. Oxygen administered. Priority landing and paramedics requested.	
201408209	22/06/2014	07:00	EGLL (LHR): London/Heathrow	En route	EISN : Shannon (FIR)			350	PAN declared due to passenger medical emergency. Medlink contacted. Oxygen administered. On board doctor assisted. Expeditious approach flown.	

201408067	19/06/2014	06:04	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency. PA made to passengers. Paramedics attended aircraft on arrival.	
201409158	28/06/2014	12:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			150	PAN declared due to passenger medical emergency. Oxygen administered. Medlink contacted. Aircraft met by paramedics and ambulance on arrival.	
201409208	10/07/2014	08:20	EGLL (LHR): London/Heathrow	En route	EDMM : Munche (FIR)			220	PAN declared to ensure priority landing following airframe vibration in cruise.	<p>During climb at approximately FL220, two three second periods of sharp moderate vibration of a "mechanical" nature were felt throughout the airframe. Speed was reduced and no further vibration was felt. We restricted cruise Mach to 0.73 and descent speed to 250kts. It was definitely not associated with wake turbulence as there were no aircraft in the vicinity. There was no indication that it was caused by an engine problem. We decided that a sensible course of action would be to carry out a low speed handling check prior to landing, progressively reducing speed and configuring. This was uneventful and a normal landing was carried out from a long steady approach. Previous experience of similar vibration (A319) in a similar flight regime and configuration was caused by a large fuselage panel jettisoning in flight. Also, this did not appear to be related to the Airbus rudder flutter issue as that vibration is generally of a subtle nature. Finally, a PAN was declared to ensure priority handling rather than being specifically due to the vibration. □</p> <p>Supplementary 10/07/14: □</p> <p>On first contact, the crew of the aircraft reported that they had experienced vibration on climb out which may have resulted from the shedding of some 'non-major parts'. They subsequently declared a PAN and were provided with an expeditious approach and an early set-up on the final approach track as they</p>

201410195	27/07/2014	09:03	LPPT (LIS): Lisboa	EGLF (FAB): Farnborough civil	EGTT : London (FIR)					MAYDAY declared due to flap failure.	<p>I was working as the approach controller, aircraft departed. TC called to advise that aircraft needed to return to the airfield but was not declaring an emergency. Aircraft came back on frequency, asked to hold. I held the aircraft there, maintaining 2.4A until he was ready to make an approach. He held for approx 20 mins before advising that he had flap failure, needed to make an approach, that he would be landing fast and needed local services on the ground. I asked if he was declaring an emergency, he seemed to think about it for a moment, and then declared a Mayday. The full emergency was called from the tower. I asked if he would have any trouble accepting vectors, he replied that he would not, the aircraft was then vectored on a standard pattern and landed safely. □</p> <p>CAA Closure: □</p> <p>The aircraft returned to base and carried out emergency procedures for a flap failure event, landing without further incident. Investigations could not determine the reason for the flap failure and the OEM advised that this particular failure mode has been seen on more than one occasion. However, as yet the exact cause is not known and therefore system remedial action not possible. Engineering carried out</p>
201408559	27/06/2014	23:00	EGLL (LHR): London/Heathrow	En route				0		PAN declared due to passenger medical emergency. Passenger fainted and injured their right elbow, suspected fracture. Medlink contacted. Medications administered. Medical services requested on arrival.	

201408894	04/07/2014	13:02	EGLC (LCY): London city	En route	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			MAYDAY declared and aircraft diverted due to smoke in cockpit. LH engine shut down.	I was operating as S15/16T. 15nm south of VOR aircraft declared a MAYDAY due to smoke in the cockpit. I instructed him to select 7700. He wished to divert to the nearest airfield with Category 4 Fire cover. We changed the configuration to S16 only so we could focus on the emergency traffic. The smoke stopped when they turned off the AC packs and they downgraded to a PAN. Within a minute they had another issue, turned off the left engine and re-declared a MAYDAY. The planner coordinated the diversion with TCSE and we transferred the aircraft.
201500502	13/01/2015	15:45	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201416647	27/11/2014	21:00	EGLL (LHR): London/Heathrow	En route	LIMM : Milano (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201410409	31/07/2014	19:55	EDDL (DUS): Dusseldorf	EGSS (STN): London/Stansted	EGTT : London (FIR)				MAYDAY declare due to engine failure after take-off. Second aircraft broken off approach to allow emergency aircraft priority landing.	I was the AIR controller. The aircraft was cleared for take-off and appeared to depart normally. When I instructed the aircraft to transfer to 118.825 I was told to standby. The Captain then declared a MAYDAY reporting an engine failure after take-off and requested to return to Stansted. I asked him if could he accept radar vectors to land on Runway 22 or did he require an immediate return. He stated he could accept vectors, he required to hold for 5-10 minutes to complete his checklists. I asked if he could accept a frequency change and he said yes. All departures were stopped, Check All in force. The runway was inspected and declared serviceable. The Watch Manager requested all arrivals to be stopped so one aircraft was broken off approach. The aircraft landed normally at 2011, vacated at LR and did not require further assistance. The runway was declared serviceable and the Captain contacted the Fire Service on 121.6 when on Taxiway Hotel. Full Emergency cancelled at 2014. □ Supplementary 31/07/14: □ Aircraft on departure experienced an engine failure. The aircraft was transferred to Director after coordination with the Tower. The aircraft informed me that he had shut down the engine and, after
201312437	20/09/2013	14:58	EGKB (BQH): Biggin hill	EGKB (BQH): Biggin hill	EGTT : London (FIR)				PAN declared due to engine malfunction during initial climb.	Shortly afterwards the pilot confirmed the problem had been rectified, but would be returning. The aerodrome fire services were in attendance.

201404787	20/04/2014	17:02	LFPG (CDG): Paris Charles-De-Gaulle	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					<p>ECAM warning 'Eng 1 SYS Fault'.</p> <p>ECAM Warning - Eng 1 SYS Fault/Risk of Hi EGT/N1 Mode. Engineering reported subsequently T2/P2 failure. ECAM actions carried out, TDODAR - PAN declared returned. Spoke to Tech 1 & Airport Centre NITS given, Pax advised. Normal Landing. □</p> <p>Supplementary 20/04/14: □</p> <p>MID departure was given climb to FL170. The reply from the aircraft was to climb to the cleared level but the pilot asked to continue on his current heading, which was towards MID, and reported he had a slight problem. I approved the request and waited for further from the pilot. After tracking as far as GWC the pilot reported they had an engine problem and were looking to return. At the time they didn't want to declare anything so I turned them back towards the OCK area. Subsequently the pilot called a PAN PAN on the frequency and so we tried to put the aircraft on a right base for 09L by pointing him at WOD. The pilot then said he wanted to go somewhere and hold and so he was recleared to OCK to take up the hold. Departure airfield were informed and the aircraft was released at OCK at a higher level. I asked the pilot if he could accept a frequency change, which he could, and so the aircraft was transferred.</p>
201403371	20/03/2014	05:45	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)					<p>PAN declared due to passenger medical emergency.</p> <p>Paramedics met the aircraft on arrival.</p>

201403720	27/03/2014	18:35	EGSS (STN): London/Stansted	EGSS (STN): London/Stan sted	EGTT : London (FIR)				PAN declared due to flaps problem.	Aircraft was established on the ILS and was given the instruction to reduce to approach speed of 165kts. As the pilot started to read this back he indicated there was a problem with the aircraft and requested to climb to altitude 3000ft and continue straight ahead. I put a check on with the tower and called back a colleague to take the FIN position. The pilot indicated the aircraft was having flap problems and requested to hold and diagnose the problem. I climbed the aircraft to altitude 6000ft and routed it toward LOREL to hold. Pilot indicated the flaps were retracting and deploying as normally expected and requested to make an approach, a few moments later he indicated that he was unhappy with the overall feel of the aircraft and declared a PAN requesting priority landing. An inbound flight was vectored out of the pattern and delayed however there was no major delay to any other aircraft. The pilot indicated at least on one other occasion that the flaps appeared to be normal again and the flight landed safely and taxied without any further known issues.
201403252	18/03/2014	12:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			300	PAN declared due to passenger medical emergency.	Expeditious approach made and paramedics met the aircraft on arrival.
201409153	09/07/2014	07:35	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to low fuel following go-around.	Aircraft went around when trying to land due to the aircraft ahead being slow to vacate. The tower transferred it to INT S to vector it downwind and when it came onto FIN frequency, it declared PAN, minimum fuel. The a/c was vectored to land again with extra spacing ahead to make sure there was no go around. The a/c landed with no further issues. □ Supplementary 11/07/14: □ ATC fed us in too close to aircraft ahead. AT 200ft instructed to go-around by ATC. Normal go-around carried out. PAN declared to expedite feed in as min fuel. Normal approach and landing followed.
201404092	25/03/2014	17:52	EGUN (MHZ): Mildenhall	En route	EGTT : London (FIR)			150	Aircraft declared PAN due to engine shutdown.	Pilot requested a direct routing. After I refused the request the pilot advised they had a maintenance issue and had shut down engine 4 and needed to go direct to destination. Pilot eventually declared a PAN and planner was called in to facilitate direct routing. Pilot offered alternative but refused.

201412383	04/09/2014	06:17	EGCC (MAN): Manchester/Intl	En route	LFRR : Brest (FIR)			142	Uncontrolled engine response.	At Approx 06:17, aircraft called a PAN with uncontrolled engine response and requesting diversion. The aircraft was approx 5nm SW ORTAC passing FL150. I acknowledged the PAN and instructed the aircraft to turn left heading 230deg and descend when ready to FL70. I called to advise airport approach of the diversion, The assistance spoke to them and the ATC ATCO recalled a spare controller to the ACR. I asked for the number of POB which was given as 26+4 an which engine ha the issue to which the pilot replied the nr2 engine. The spare controller phoned the diversion airport with all the details and carried out the radar handover on my behalf. The aircraft landed without any further issues.□ Supplementary 04/09/14:□ During the climb to FL170 on the way to ORTAC at approximately FL142 the no. 2 engine went to maximum rpm (condition lever moved fully forward) but this was un-commanded by the flight crew who were monitoring systems. The seat belt signs were illuminated by the Captain and the no.1 engine was brought to prop. max to balance the a/c. The cabin crew were instructed to stop the service and secure for landing. Given that there was no immediate danger to the aircraft it was decided to return by declaring a PAN as props. would be maximum for a normal landing there. On arrival we were met by the emergency services but declared 'one normal' once
201408137	19/06/2014	09:05	EGKK (LGW): London/Gatwick	En route	LFFF : Paris (FIR)				PAN declared due to passenger medical emergency. No medical assistance was present on arrival.	Oxygen administered and a PAN was declared to ATC, we were immediately handed over and PAN reiterated and acknowledged with confirmation that an ambulance was required on arrival. Expeditious arrival performed. Doctor on board assisted with patient.
201408544	27/06/2014	21:05	EGSS (STN): London/Stansted	EGSS (STN): London/Stansted	EGTT : London (FIR)			190	PAN declared due to flight control unit (FCU) issue.	Aircraft reported problems with the FCU (Flight Control Unit). Aircraft then asked what they were showing in the SFL, which was FL190 but they were descending (and cleared) to FL180. The pilot then reported that they were flying the aircraft manually and declared a PAN. The aircraft took a frequency change to TC NE as per normal procedure.
201416649	26/11/2014	19:30	EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional on board assisted with passenger. Paramedics met the aircraft on arrival.

201406283	16/05/2014	16:30	EGKK (LGW): London/Gatwick	En route	Other			380	PAN declared due to passenger medical illness.	Passenger suffered a suspected stroke.
201405604	02/05/2014	13:40	EGGP (LPL): Liverpool	En route	Other	EGDG (NQY): St. Mawgan			PAN declared due to passenger medical emergency.	Passenger had a seizure.
201416507	24/11/2014	21:40	EGLL (LHR): London/Heathrow	En route	Other			360	PAN declared due to passenger medical emergency.	
201410362	31/07/2014	00:50	EGPF (GLA): Glasgow	En route				0	PAN declared due to passenger medical emergency. Oxygen administered. Expeditious approach flown. Paramedics attended aircraft on arrival.	
201410609	03/08/2014	06:45	EGLL (LHR): London/Heathrow	51.30 N / 035 W	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency/death on board. Medlink contacted. On board doctors assisted. CPR administered. Authorities met aircraft on arrival.	
201411207	15/08/2014	12:35	EGBE (CVT): Coventry	EGTB : Wycombe Air Park/Booker	EGTT : London (FIR)				Aircraft returned due to birdstrike.	Engine No1: Struck, Fuselage: Struck, Effect On Flight: Returned. <input type="checkbox"/> Supplementary 20/08/14: <input type="checkbox"/> Aircraft called a PAN with birdstrike to left engine and request to return to field. Local standby initiated and aircraft given priority to land. Aircraft landed safely.
201418014	15/12/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201417017	06/12/2014	08:30	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	

201408852	03/07/2014	20:00	EGLL (LHR): London/Heathrow	En route				360	PAN declared due to passenger medical emergency. Emergency medical kit used. Priority approach requested. Ambulance attended.	
201416534	22/11/2014	12:27	EGSS (STN): London/Stansted	EGSS (STN): London/Stansted	EGTT : London (FIR)			110	MAYDAY declared due to passenger medical emergency.	
201416833	02/12/2014	11:30	EGNT (NCL): Newcastle	En route	EGPX : Scottish (FIR)				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.
201410882	09/08/2014		EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGSS (STN): London/Stansted		120	Airfield closed due to aircraft landing with low hydraulic pressure in one system and blocking the runway. Multiple aircraft diverted with low fuel.	It was reported that once the tug arrived at the a/c, it noticed that hydraulic fluid was leaking onto the runway which meant a prolonged closure. Because of this TC had to divert 8 aircraft in total with another aircraft which diverted before subsequently turning back for airfield once it re-opened. Four aircraft declared a PAN due to shortage of fuel and one declared a MAYDAY.□ Supplementary 9/8/14:□ Flew TIMBA 3B arrival. Cleared to descend to FL150 to be level TIMBA and advised by ATC that the runway was blocked, delay not determined.□ Reduced speed and entered the hold at TIMBA with 3.0T of fuel. CNR 2.1 Advised ATC we had 15mins of holding fuel and would then need to divert.□ Weather radar was picking up CBs over TIMBA and across the south coast. ATC allowed us to self position to keep clear of weather as long as we remained east of TIMBA. ATC were extremely busy and CM1 felt an early diversion request was appropriate given the workload ATC had with weather avoidance headings and information requests from other aircraft. With 2.5T of fuel and still delay not determined and no other information available from ATC other than the runway was blocked CM1 requested diversion. At this point other aircraft on the

201411270	16/08/2014	20:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			70	PAN declared due to strong burning smell/fumes in flight deck.	<p>Very strong fumes smell came on suddenly in flight deck. Crew went immediately onto oxygen. Crew comms established with both flight and cabin crew. CSD came into flight deck and immediately agreed that there was a very strong fumes smell. Cabin checked throughout and CSD briefed crew. No fumes in the cabin. PAN call made and expeditious approach flown. Contact established with fire service. Once situation reviewed and taxiing the aircraft to stand was deemed safe, we parked and disembarked passengers. Fire crews then checked flight deck. Passengers were not informed and disembarked before fire service came on the aircraft. Crew briefed regarding fumes and to contact company if they became unwell. □</p> <p>Supplementary 16/08/14: □</p> <p>Aircraft was being vectored downwind for arrival when he declared a PAN due smoke in the cockpit. Several aircraft were broken off to expedite his approach. □</p> <p>CAA Closure: □</p> <p>Investigations traced the problem to the runway turn-off light auto transformer T138. It was drawing excessive current, causing the RH runway turn-off switch to melt, the C/B N33 to trip and the fumes/ burnt rubber smell on the flight deck. A review of usage shows no usage for many years and this is not a known problem on the fleet.</p>
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201410865	10/08/2014	13:34	EGGW (LTN): London/Luton	EGSS (STN): London/Stan sted	EGTT : London (FIR)	EGSS (STN): London/Stansted		190	PAN declared and aircraft diverted due to weather and subsequent low fuel.	Whilst in contact with radar and inbound to airport, aircraft requested diversion. Request passed to airport Tower sup. Airport refused diversion request. Aircraft declared PAN and diverted. Supplementary 10/08/14: Descending to FL 190 we saw a squall line spanning from the south coast and as far as the eye could see. The weather radar showed it continuing for at least 40 miles north with any weather behind that . We asked to enter the hold as we had approximately 600kg above our diversion fuel which appeared on ATIS to be clear. The squall line was just west heading east towards the airport. Initially we asked if airport would accept us as we were holding. By the time ATC came back to say airport would accept us, we had buried 3-400kg of fuel. The route in took us straight through the weather. Since we were almost over airport I asked if they would accept us as we would not have to negotiate weather and could be dropped straight onto final approach. As we were at D+E fuel for airport, ATC responded that airport would accept us. Since the weather was heading towards us and airport would have incurred a significant detour I declared a PAN and asked for the diversion as this appeared the safest option - it was clear, we had the fuel due to the weather between us and airport.
201405343	30/04/2014	11:36	EGPN (DND): Dundee (Riverside Park)	EGBE (CVT): Coventry	EGTT : London (FIR)	EGBE (CVT): Coventry			PAN declared and aircraft diverted due to trim tab failure.	Aircraft called on frequency and shortly afterwards requested to divert as there was a problem with pitch trim. When asked if the situation wanted to be upgraded to a PAN they did and were asked to set 7700 (it wasn't set by pilot after being told) and given a range check to touch down. A diversion was co-ordinated and the aircraft was given vectors and descent for the airport and handed over to APC. Supplementary 30/04/14: Radar was passed details of an a/c wishing to divert in by another radar ATSA. The BB radar ATCO then told me that the a/c had in fact called a PAN with 'trim tab' failure and had requested to divert in to with the possible control surface problem. The a/c was vectored for a 12 nm long final ILS approach for rwy 23 and landed safely with a Full Emergency initiated with the RFFS & outside services. After landing the a/c taxied to parking normally and later departed to complete its journey.

201418043	30/12/2014	04:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Disruptive Passenger: PAN declared due to passenger assaulting cabin crew, showed aggressive behaviour and ignored cabin crew instructions.	Police met the aircraft on arrival.
201412939	14/09/2014	11:13	EGDG (NQY): St. Mawgan	EGGD (BRS): Bristol/Lulsgate	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate			PAN declared due to loss of engine pressure.	I was in the APR Room, standing by to open the Radar 2 position, when so required. On hearing aircraft declare a "Pan" on 125.65, I manned the Radar 2 position immediately, ready to assist the Radar 1 (band boxed) controller. I observed the events described below in full: Aircraft declared a "Pan" when 9.5nm SE at 2600 feet, tracking WSW, squawking 5055. The stated cause of the "Pan" was a loss of engine manifold pressure. The aircraft requested to divert and was given radar vectors to the ILS RW09, at 2500 feet. The pilot confirmed that he was suitably rated to accept this approach and the aircraft landed without further incident at 1126.
201411055	12/08/2014	17:48	EGTB : Wycombe Air Park/Booker	EGHR (QUG): Chichester/Goodwood	EGTT : London (FIR)	EGLF (FAB): Farnborough civil			PAN declared and aircraft diverted due to propeller problem.	Aircraft got as far as WOD and then turned southbound to return due to a weather cell and lightning. When aircraft was north east of diversion airfield, the pilot requested to divert with a variable propeller problem. I asked him if he was declaring an emergency to which he replied he was. The details were passed to the tower who initiated a full emergency.
201418063	30/12/2014	07:42	EGSS (STN): London/Stansted	En route	EGTT : London (FIR)				Disruptive passenger: PAN declared due to passenger physical assault.	Police met the aircraft on arrival. □ Supplementary 30/12/14: □ The crew declared a PAN due to the slow police response to the notification of a disruptive passenger (CF1).

201501397	04/02/2015	15:15	LSSL : Lausanne/Blechere tte	unknown	EGTT : London (UIR)	EGLF (FAB): Farnborough civil		180	PAN declared due to electrical problem.	Aircraft was climbing to FL190 when he said he had an electrical problem and would need to land. The Controller asked him if he wanted to continue or return to London airspace and he replied that he wanted to return. The Controller instructed him to turn on to heading 350 and he asked to maintain FL180. The pilot was asked if he was declaring a PAN and he said not at the moment because it was a warning indicator relating to the battery. The Pilot was advised that because he wasn't declaring a PAN, he would have to wait for approval from the aerodrome for the diversion, unless he wanted to return to the originating aerodrome. He then declared a PAN and coordination was effected for an emergency diversion. When passing about FL150 climbing FL170 on heading 155, an electrical master warning occurred related to an overloading battery. According to the airplane QRH, a "land as soon as possible" procedure is to be initiated. ATC was informed and requested to proceed back to UK. PAN was issued, direct vectors given and squawk assigned. ATC offered to proceed to an aerodrome but due to weather and as they still had all the ILS06 charts ready, The pilot determined to proceed to another
201418129	30/12/2014	07:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to problem with leading edge port inboard flap.	Aircraft was on a downwind heading on the south side when he advised me that he had a slight flap problem so could he stay on the heading for the next 5 miles to give him time to sort it out. After a few miles I turned him onto a northerly heading to take him through the localiser to prevent him from going outside the RMA. About a minute later he then said the problem had got slightly more serious and would need an additional 5 minutes to sort it out, but that he would be able to make a normal approach and landing but with partial flap. I then contacted the tower to inform them of the problem and see what spacing they required (6 in front and 8 behind). A couple of minutes later the pilot advised me that he could make an approach now so I tuned him back on to a downwind heading. Shortly afterwards the pilot declared a PAN. I asked him to confirm if anything had changed or if it would still be a normal landing with partial flap and he advised me that it would be just a faster than normal landing (25kts faster). I informed the tower that he had declared a PAN and then transferred him to their frequency. □ Supplementary 30/12/14: □ Flap Primary EICAS followed shortly by Flaps Drive EICAS on approach. Problem appeared to be leading

201502114	21/02/2015	11:40	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Multiple flight control cautions/warnings during the approach.	<p>On approach, to facilitate speed reduction to 180 kts, Flap 1 selected. In quick succession ECAM caution : Alternate Law ; Stall ; ELAC 1 Fault and Flt Control Slat Sys 2 Fault. Autopilot disconnected. ELAC 1 reset iaw with ECAM , Normal Law regained along with control of Flaps / Slats and Auto Pilot reinstated. PAN declared. Requested level off at 6000ft and radar vectors. When happy that aircraft was back to original status and no other defects present, review carried out followed by normal approach and landing. Aircraft despatched under MEL 27-51-02A. Slat Flap channel 2 inop. Fire service met us off the runway, and communicated with them on 121.6, runway inspection carried out. Proceeded to stand and met by Police, engineer and subsequent flight crew. □</p> <p>Supplementary 23/02/15: □</p> <p>The trainee (phase 10, board in 6 days) was handling the sector. Traffic was light. As aircraft was given a turn of 240 to establish runway there was a crossed transmission. The trainee thought this was from another aircraft, and went back to subject aircraft to reissue the heading. There was no response to this, or to a subsequent transmission. The following traffic was monitored to remain separated from subject aircraft, and at this time, aircraft declared a 'PAN' with</p>
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201413614	26/09/2014	15:11	EGLD : Denham	EGTK (OXF): Oxford/Kidlington	EGTT : London (FIR)				PAN declared due to loud noise heard and airframe vibration. Aircraft returned.	Aircraft had just got airborne from VFR to the south East but requesting a traffic service. The aircraft had only been on frequency for about a minute when he made a PAN call and reported airframe fluctuations and reported his intention to return to the aerodrome. Tower were immediately informed and a Full Emergency declared. The aircraft was questioned about landing requirements and reported that it wished to make an approach to the North Eastern Grass. The aircraft was transferred to Tower without delay. □ Supplementary 26/9/14: □ Levelling off at cruise alt 2 400' a loud thump was heard and felt through the airframe, aircraft yawed and a medium frequency vibration was felt. Gentle turn commenced to base as aircraft rolled out of turn a second thump was felt and heard, vibration ceased. PAN declared and descent initiated. Aircraft landed with RFFS in attendance. Aircraft subject to engineering inspection/investigation. □ Supplementary 26/9/14: □ Whilst on duty as the tower ATCO, aircraft got airborne and was then transferred to radar shortly afterwards as is the standard operating procedure. At approximately 1510, radar called me to inform that the aircraft had declared a 'Pan' and was returning to the airfield due to hearing what was described as a loud bang and that aircraft vibration was felt by the
201417123	10/12/2014	09:17	United Kingdom	En route	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201410871	10/08/2014	09:25	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			150	PAN declared due to passenger medical emergency. Priority approach and landing made. Paramedics attended aircraft on arrival.	

201410007	23/07/2014	12:15	LFL (LYS): Lyon Saint Exupéry	EGSS (STN): London/Stan sted	EGTT : London (FIR)				PAN declared and aircraft returned due to door open indication.	Aircraft requested to stop climb due to a technical issue. Eventually declared a PAN due to a door open warning light and requested to return to departure airport. The A/c was turned back and landed without incident. □ Supplementary 23/07/14: □ During climb captain made a PA 'senior cabin crew member to the flight deck' CM attended. □ Captain gave NITS briefing. N- Over wing exit front left door was showing open on the CIDS system. I- For cabin crew to check status on the FAP and check the door, then report back. After which we would be returning to departure airport. T- Time was 10 minutes S- to be treated as a precautionary landing. CM came out and checked FAP which showed the same information. Also reported to Captain that the 'slide armed' light was illuminated. All crew gathered in rear galley NITS briefing was delivered and repeated. Crew secured cabin for landing. Captain made a PA to passengers. After landing, engineers were called. Passengers allowed to move around the cabin and crew maintained a cabin presence. One passenger decided he wanted to get off and the area he sat in was security checked after he left. Engineers fixed the problem and flight left as normal. No issues
201405857	12/05/2014	09:55	EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201416512	25/11/2014	08:48	EGJJ (JER): Jersey, Channel Is.	EGGW (LTN): London/Luton	EGTT : London (FIR)			70	PAN declared and aircraft returned due to 'gear unlock' light illuminating and 'hydraulic pressure' annunciator.	Aircraft declared a PAN. I acknowledged the PAN and asked the nature of the emergency and intentions. The pilot explained that on take off the gear light was on and that the gear may be unsafe. He requested immediate diversion. Co-ordinated diversion. The a/c landed safely. Supplementary 25/11/14: After takeoff the 'gear unlock' light remained illuminated after the gear was raised along with a 'hyd press' annunciator indicating the hydraulic system was still being demanded by the gear controller. We continued the cpt 6c dep as normal. After levelling at fl60 the checklist was carried out and the gear was successfully extended. The checklist concludes with 'land as soon as practical' but as the gear is now extended the decision was made to return. At this point a PAN PAN was declared and atc vectored us for an ils to rwy. The approach and landing proceeded as normal. Engineers were not able to recreate the fault on the ground with the aircraft on jacks. On inspection the uplock hooks on both main gear were found to be slightly stiff so these were serviced. A test-flight was carried out after the aircraft was released to service and the gear operated as normal. The uplock hook on both main gear were serviced.
201406022	13/05/2014	14:50	EGOS : Shawbury	EGOS : Shawbury	EGTT : London (FIR)				PAN declared and aircraft returned due to abnormal noises at high power.	Aircraft had been conducting auto rotations for approx 15mins. On recovery from an autorotation, both pilots heard a high pitched whining noise. Assuming the noise was coming from the position of the windows or airflow deflectors, the aircraft was levelled off and the windows and deflectors adjusted. Abnormal noise ceased so flight continued. Immediately upon climbing to position for next exercise, abnormal noise returned. Handling pilot reduced power and the noise again ceased. With non-handling pilot monitoring engine instruments, power was again increased - abnormal noises were encountered on each instance of torque increasing through 65%. PAN declared and aircraft recovered to base in low power configuration without further incident. Supplementary 10/06/14: Visual inspection of aircraft carried out for any possible cause of reported whine noise. No faults apparent. Flight test carried out by MTP at high weight with engineer on board to listen for noise. No faults/noise could be reproduced. Incident considered closed.

201408565	28/06/2014	05:10	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to deflated main tyre.	Aircraft declared PAN with main tyre deflation, required inspection after landing.
201416688	28/11/2014	13:54	Other	En route	EGTT : London (FIR)				PAN declared and aircraft returned due to burning smell in flight deck.	I was working solo with all 3 frequencies bandboxed. Only 2 A/C on frequency. I was working aircraft over the sea south. Reported going Low Level. Declared a PAN. I asked the A/C if able to squawk 7700 which he read back squawking 7700, but unable to see this on FID probably due to flying Low Level. Pilot then reported that he had burning smell in the cockpit and was heading for the coast and was on the 140 radial 17nm. Informed D&D of Emergency Traffic on frequency and they informed me they could not see 7700 squawk and to remain on my frequency and call them back. The Desk assistant called the 2nd FISO back to Ops room to assist. Pilot then reported he was 7 mins from the coast. 2nd FISO spoke to airport radar who had company A/C on frequency if any assistance was required. Pilot reported that they had isolated the problem and were cancelling their PAN and returning. Pilot reported over land. 2nd FISO cancelled PAN with D&D and informed airport that the A/C was returning to them. A/C then squawked 1177 and left the frequency to airport.

201414306	09/10/2014	12:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					<p>MAYDAY declared due to less than reserve fuel following windshear go-around.</p> <p>Aircraft went around due to windshear and then told me that they were minimum fuel. A few moments later they declared a PAN. They were given the departure runway and subsequently declared a MAYDAY with FIN.</p> <p>Supplementary 09/10/14: Following extended holding and long approach a windshear go-around was flown from low level on RW27R. On subsequent approach the remaining fuel went below reserve level. MAYDAY declared with landing on RW27L. CIRRUS fuel plan figure 17800kg loaded. This gave 18min contingency and diversion option. This seemed adequate given the forecast (2300z - BECMG windy with PROB40 Showers). A/C heavier than flight plan figure and arrived at hold with 3400kg, having burnt an extra 500kg en route. ATC informed us of 15min holding and crew agreed that with the current conditions we could continue to destination with a bottom line of 2200kg on leaving the hold. Left hold after 18min holding with 2700kg ATIS indicated WINDSHEAR FORECAST and briefing included the option for continuing an approach following a WINDSHEAR warning. Extended vectors (35+ miles) at 180kts (Flap 2) had aircraft established ILS 27R with 2300kg. Weather radar returns seen NW of airfield and go-around</p>
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201412081	30/08/2014	14:00	EGCC (MAN): Manchester/Intl	EGDG (NQY): St. Mawgan	EGTT : London (FIR)			85	PAN declared and aircraft returned due to engine malfunction. Nr1 engine shut down in flight.	Aircraft declared PAN with an unspecified engine problem, requests to land back at departure airport. A/C requests to route to the hold. A/C cleared to the hold and descended to altitude 3000 ft on the QNH. A/C establishes in the hold and advises that they have shut down No. 1 engine. A/C is then vectored for a 15 mile final on the ILS to runway 30. A/c landed safely.□ Supplementary 30/08/14:□ On passing approximately FL085 the No 1 engine made what sounded like surging noises. Within about 5 seconds of the first abnormal sound a #1 PEC caution appeared on the Caution/Warning Panel. On checking the Engine Display it was clear that the No 1 engine was overspeeding but had been controlled by the Overspeed Governor. The No 1 power lever was slowly retarded by the PF (FO) and the aircraft was levelled off and a PAN declared. The PF assumed the radio duties and the PNF addressed the QRH for the relevant caution. The QRH actions were carried out (including selecting the Alternate Feather switch on) and as the propeller had feathered the engine was subsequently shut down. The FO remained the PF and requested vectors for a return to the hold and descent. The Captain subsequently briefed the SCCM using the NITS format, and made a PA to the passengers reassuring them that although this was a very rare occurrence the aircraft was very capable of
201410586	04/08/2014	15:50	Other	EGLF (FAB): Farnborough civil	EGTT : London (FIR)	EGLF (FAB): Farnborough civil			Pan declared due to canopy opening during flight. Aircraft diverted.	Aircraft reported his canopy had opened and he requested to land to fix. I asked if he was declaring an emergency and he replied he was declaring a pan. He landed and then departed again after 5 minutes on the ground.
201411206	14/08/2014	12:55	EGLL (LHR): London/Heathrow	LAM	EGTT : London (FIR)			140	PAN declared due to strange smell in cockpit. Priority approach requested.	Priority approach at Lam due smell in cockpit. Approximately 12 miles before entering the LAM hold, aircraft reported a strange smell in the cockpit and requested a priority approach. As the aircraft was passing FL142 and the hold occupied with holding traffic, I locked it on its present heading and descended it to the next safest level (FL130). I instructed the pilot to select 7700 and after not observing the code change, confirmed that he was declaring a PAN and to select 7700 again, which he then did. During this time I had also alerted the GS and Coordinator and a safe level and release was agreed with Int North. I gave the appropriate instructions to the pilot and transferred him to the agreed frequency.

201403076	14/03/2014	17:52	EGCB : Manchester/Barton	Market Drayton	EGTT : London (FIR)	EGOS : Shawbury			PAN declared and aircraft diverted due to poor visibility in unexpected weather conditions (IMC).	FIR called D&D requesting assistance for aircraft becoming IMC due to weather en-route to destination. When pilot called he stated that the visibility had improved to 1 - 2 km and his intention was to continue. At 1755z ATC offered a radar service to the aircraft however the pilot reported that he was unable to continue northbound and requested diversion to a suitable airfield. Pilot confirmed that the weather to the W/SW was suitable and was given a steer for an alternative airfield. At 1802z the pilot requested to land at a closer airfield (range 2nm) as the weather had again deteriorated. The pilot confirmed visual with the airfield and was instructed to make blind transmissions on the tower frequency as the airfield was closed. □ The main guardroom were informed and requested to meet the aircraft and inform the Duty Exec. The guardroom confirmed that the aircraft had landed safely.
201408222	21/06/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency.	Shortly before TOD, informed of a Pax with symptoms of a Stroke. PAN declared to expedite approach.
201406087	22/04/2014	13:45	LFMN (NCE): Nice Côte-d'Azur	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		390	PAN declared and aircraft diverted due to passenger medical emergency.	Oxygen administered and passenger attended by doctor on board. Paramedics met the aircraft on arrival.
201300700	25/01/2013	16:11	KIAD (IAD) [IAD]Washington,D c/Washington Dulles Intl	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		270	PAN declared and a/c diverted due backup fuel control system.	A/c unable to fly transatlantic with this problem so diversion initiated.
201408987	29/06/2014	14:25	EGLL (LHR): London/Heathrow	OCK	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Priority approach flown. Paramedics met aircraft on arrival.	

201405462	02/05/2014	22:50	EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to passenger medical emergency.	1 hr outbound in cruise, elderly female passenger with previous medical history of breathing and heart problems complained of shortness of breath. Crew placed passenger on portable oxygen and noticed an improvement in condition. Flight crew advised, and sent to Medlink for any further advice/recommendations. A/C had no hf. Cabin Crew placed passenger on portable oxygen and noticed an improvement in condition. Flight crew advised, and sent to Medlink for any further advice/recommendations. A/C had no hf, Medlink advised ventolin use and monitoring. Advised Medlink of passenger low pulse, they advised aircraft should be met by medical services which was also requested by purser. Pan declared and expedited arrival carried out. Passenger met by medical services.
201410669	05/08/2014	15:10	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			300	PAN declared due to passenger medical emergency. Crew and medically qualified passenger assisted. Expeditious arrival made. Paramedics attended aircraft on arrival.	
201501388	04/02/2015	12:55	LTBA (IST): Istanbul/Ataturk	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		350	Pan declared due to electrical burning smell in passenger cabin.	The aircraft reported a PAN, with an Electrical Burning Smell detected in the cabin whilst at FL350 and requested a diversion. He was turned left and descended, given runway in use and then transferred to S17 after co-ordination. The crew reported a smoke indication in the aft cabin and diverted the aircraft for a safe landing. Emergency services found no trace of fire, heat or smoke. The aircraft departed after about two hours on the ground and reached its intended destination with a delay of three hours.
201416500	24/11/2014	12:45	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.

201411684	25/08/2014	18:30	EGPH (EDI): Edinburgh	En route	EGPX : Scottish (FIR)			0	MAYDAY declared due to passenger medical emergency. Oxygen and medication administered. Expeditious routing and descent flown. Ambulance attended on arrival.	
201411631	23/08/2014	03:50	LTBA (IST): Istanbul/Ataturk	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		350	PAN declared due to engine shutdown. Aircraft diverted.	Aircraft at FL350 advised possible shutdown of one engine and requested descent to FL250 Descent was approved...the aircraft subsequently confirmed engine had been shutdown in conjunction with declaring a Pan and diversion. Coordination was effected with the DVR sector and the aircraft was subsequently transferred to them.
201417015	07/12/2014	06:20	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to cabin crew medical emergency.	Medical professional onboard assisted with crew. Crew member removed from safety related duties for the remainder of the flight. Paramedics met the aircraft on arrival.
201412746	02/09/2014		EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to passenger medical emergency.	Passenger suffering from vomiting and in and out of consciousness. Emergency declared flight advised to continue.
201417324	11/12/2014	05:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to flaps drive caution.	During descent to 6000 feet on selection of flap 5 the inboard flaps failed to move and a flaps drive caution occurred. PAN declared and extended radar vectoring requested whilst the QRH was actioned. As the wind was 220/18G30 a diversion was considered but having consulted the non normal configuration landing table it was decided to be safer to land on the longer runway despite the gusty crosswind as the Vref was raised to Vref30+25kts. A normal landing followed. The flaps were left in the landing position at Maintrol's request. □ Supplementary 12/12/14: □ At approx 0450z, downwind for 27L, aircraft called a PAN with a flap issue, unable to make the approach. Aircraft given delaying vectors before advising t 0500z ready for approach with a normal approach and landing, requiring a 10nm final. I was then relieved from position.

201500201	07/01/2015	15:43	EGSS (STN): London/Stansted	EGSS (STN): London/Stan sted	EGTT : London (FIR)					Go-around flown and PAN declared due to flap problem on approach.	At 1543 aircraft executed a missed approach on the tower frequency due to a flap problem. The aircraft was transferred to radar and requested holding to investigate the issue. Aircraft held at 6000ft at LOREL and called PAN at 1550. We were advised by the pilot that the aircraft had 15 degrees of flap, rather than the normal 30 degrees, and would be landing fast. After a short delay the aircraft was vectored to runway 22 and landed safely at 1612.
201410300	29/07/2014	09:00	EGKK (LGW): London/Gatwick	En route				380		PAN declared due to passenger medical emergency. Medlink contacted. Medications administered. Expeditious approach flown. Paramedics met aircraft on arrival.	
201417408	11/12/2014		EGLL (LHR): London/Heathrow	En route	Other					First Officer incapacitation. PAN declared.	FO felt very unwell - went on oxygen. 5 mins later he felt unable to operate, so left F/D. Sat on jump seat and was administered oxygen for 30 mins. Tempest used - Medlink contacted. IOCC informed. He remained out of F/D for two hours. Pan declared. Cabin Crew member remained in flight deck. Relocated to upper. After two hours he felt normal and fit to operate. As a precaution Capt did landing and Cabin Crew member remained in F/D in case of further or repeat occurrence. Expedited routing frequency.

201413930	03/10/2014	07:13	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn			PAN declared due to low fuel after holding for weather and diversion requests delayed.	On duty as INT. Aircraft had previously arrived at WILLO during LVPs with RVRs around 275m but required 550m. Having held for around 40 mins the pilot advised me that he had about another 5 mins and would then need to divert if the RVRs didn't improve. The GS was apprised of the situation. The pilot subsequently requested diversion to a suitable airfield and the GS started the phone call process to them. The pilot then proceeded to make a couple of calls expressing the urgency of the situation. The diversion request wasn't the slowest process I have ever experienced however, it wasn't quick especially as it was the first one of the day. The pilot proceeded to threaten that he would have to make a PAN call and that this situation was unacceptable. In between transmissions I was speaking to the GS who was waiting for airfield to phone back and kept him up to date with the situation. The pilot subsequently declared a PAN fuel and with the approval of the GS standing next to me at the time he was given a westerly heading and then transferred to TC SW. The GS then advised me that the airfield would only accept the a/c on a refuel and go basis but he was no longer on my frequency. Supplementary 03/10/14: At dispatch weather forecast CAT1 improving, two suitable alternates nominated. On arrival RVRs
201501841	15/02/2015	11:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			0	PAN declared during disembarkation on arrival due to passenger medical emergency. Passenger had become unwell during flight but had shown signs of improvement. Medlink had been advised. Paramedics were called to aircraft.	

201501722	12/02/2015	11:00	LKPR (PRG): Praha/Ruzyne	En route	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD		330	PAN declared and aircraft diverted due to hydraulic system fluid loss during cruise.	Loss of system B during cruise, QRH actioned, coordinated with ATC and aircraft diverted. □ Supplementary 12/02/15: □ 1048 - Message received that aircraft had declared a PAN and was diverting with a hydraulic issue □ 1049 - Full emergency initiated - POB: 143 ETA 11:10 □ 1126 - Aircraft landed, white smoke observed from undercarriage of aircraft, fire vehicles responded to inspect aircraft at echo taxiway □ 1129 - No further smoke observed, fire chief and Captain happy for aircraft to continue to stand under observation □ 1137 - RFFS downgrade incident to local standby with attendance □ 1150 - Incident closed by RFFS □ Supplementary 12/02/15: □ Aircraft called a PAN whilst in the cruise at FL330 and requested immediate diversion. problem reported as a single hydraulic system failure but otherwise aircraft handling as normal. I instructed the aircraft to squawk 7700 and gave a left turn then vectors and descent through traffic. Aircraft was coordinated and transferred accordingly.
201414890	20/10/2014		Other	En route	EGPX : Scottish (FIR)				PAN declared due to multiple spurious engine Nr2 fire warnings. Aircraft returned.	First flight we had a short occurrence of ENG #2 fire warnings approx 30 seconds total. Engine parameters were normal, no visual indications, warnings disappeared after performing line-test on affected fire detection system. No further warnings during remainder of flight. Engineers checked aircraft upon landing. Second flight, same warnings from same engine. Warnings remained after performing line-test. Total duration of warnings > 3 minutes. PAN call made and returned to base. Did not put FFCL in idle or shut the engine down since warnings were intermittent with no visual indications.
201501843	15/02/2015	07:00	EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Medlink contacted. On board doctor assisted.	

201501445	05/02/2015	09:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					Infringement of the Heathrow CTR (Class D) by an unknown aircraft showing as a primary contact only. Two inbound A319's were broken off approach.	Primary Contact in Heathrow Zone. On duty as FIN with a trainee doing the controlling. A primary contact was noticed heading approx southwest in the Heathrow zone. 3,000ft wind was 005/30. Landing runway was 09L and track of primary contact was going to cross the centreline around 6 miles. The return of the contact was steady with no track jitter observed. A319(1) and A319(2) were broken off the approach to stop them merging with the primary return. B747 was a medical PAN and rather than delay the aircraft I instructed my trainee to vector it behind the return and intercept the LOC without disrupting the approach as much as possible but also not allowing the returns to merge. The return was observed to disappear before leaving the zone boundary after remaining on a constant track since it was first spotted.
201415082	26/10/2014	07:15	EGLL (LHR): London/Heathrow	En route	Other					PAN declared due to passenger injury sustained during flight.	Passenger fainted and hit head in rear galley. Paramedics met the aircraft on arrival.
201408455	22/06/2014	13:34	EGHP : Popham	En route	EGTT : London (FIR)					PAN declared and aircraft returned due to engine problems.	I was working as the LARS West controller on the LARS West sector when at 1334 I received a PAN PAN PAN call on my frequency. It was the aircraft who had left my frequency about 5 minutes before. I vaguely remembered his details and he passed the information that he had had some power problems and was returning. I checked that he was happy to continue without any assistance, which he was. I double checked the reason for his declaring a PAN and then informed the airfield that he was returning with a PAN. I asked the pilot if he required any assistance on landing and he said he would let me know. I think the pilot said that he had problems putting full power on but was fine now on cruising power. I then handed over to the incoming controller to continue dealing with the PAN. □ Supplementary 22/06/14: □ I was taking over the LARS W position and during the handover the outgoing controller advised me that the aircraft was returning as he had been unable to gain full power when in the circuit at destination. As I took over the frequency, the aircraft was approximately 10-15 miles west of the departure airfield. I asked the pilot his intentions and if he required any assistance,

201408143	21/06/2014	12:45	EGPF (GLA): Glasgow	LEMG (AGP): Malaga	LECM : Madrid (FIR)				Uncommanded yaw.	Aircraft declared a PAN intimating that he believed he may have a burst tyre (left main) and requested the emergency services for arrival. North notified and asked to inform PC. I notified Tower. Supplementary 21/6/14: After cleared for takeoff and during the take off roll everything was normal no unusual parameters nor vibration; V1 and VR was called and the first officer PM initiated a normal rotation rate, as the nose left the ground, a sudden uncommanded yaw the left(very sharp). The PM corrected and counteracted with opposite rudder. Our First impression of a Engine failure, thereafter a possible tyre burst, but after checking with ATC for a runway inspection and also checking all the systems and different parameters that could be affected by such unforeseen situation, we then rule out both possible failures situations. DODAR procedure was used and after consideration that the aircraft at the holding point RWY 31, also did required up to 51% of N1 power to get the aircraft moving, indicated us a possible flat tyre on departure. We contacted UK ATC and declared PAN at 12:44z due to a possible flat tyre on the main left landing gear, we requested the fire service to follow us upon landing for close inspection. We landed with Auto
201409005	03/07/2014	11:35	EGQL (ADX) : Leuchars Ab	En route	EGTT : London (FIR)	EGNC (CAX): Carlisle		260	MAYDAY declared and aircraft diverted due to fire warning light illuminated.	Telephone call received reporting aircraft diverting in with eight POB and a fire warning light illuminated. Pilot reported no visual evidence of fire on board but a MAYDAY was declared. RFFS crew were alerted via the crash alarm and took up position. Full emergency was declared and external emergency services also contacted. The aircraft landed safely on runway 25 and taxied to stand followed by fire services. After liaising with the fire services all external emergency services were stood down and full emergency was terminated.
201416478	23/11/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	
201300324	10/01/2013	16:50	EGPB (LSI): Sumburgh	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)			120	In cruise at FL120, LH propeller RPM gauge began to fluctuate. PAN declared and engine shut down. A/c returned.	Fluctuations accompanied by surges and yawing. Checklist for propeller underspeed carried out followed by engine shutdown. A/c returned to hold and declared PAN before returning for engineering assistance. Investigation revealed propeller speed (Np) sensor failed.

201410030	24/07/2014	22:30	EGSS (STN): London/Stansted	Upton	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS				During cruise, aircraft experienced severe shaking/vibration of the airframe. MAYDAY declared and diversion initiated.	Aircraft reported violent shaking when aircraft was at full speed. PAN was called and aircraft was diverted. Approach was flown at slow speed as pilot was unsure if it was airframe or engine that was causing the problem. Aircraft squawked 7700. Aircraft landed safely, no further action was taken. □ Supplementary 26/07/14: □ Airframe shake/vibration. 20 mins in to flight at cruise FL150 experienced severe shaking of airframe. Auto pilot tripped out. Shaking increased/decreased with corresponding increase/decrease in power/speed. Mayday declared and diverted at low power (50% torque) and 150kts to keep shaking to a minimum. Normal landing. □ CAA Closure: □ Investigation found the L/H elevator trim tab operating input arm loose. Trim tab replaced and rigging check carried out. The aircraft was monitored for a further 50 sectors following corrective action with no further reports of airframe vibration. There have been no other reported incidents on the fleet, therefore this is considered to be an isolated incident.
201408507	26/06/2014	09:00	EGKK (LGW): London/Gatwick	En route				410	PAN declared due to passenger medical emergency. Ambulance met aircraft on arrival.		
201406202	17/05/2014	15:15	EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	SCCM advised flight crew that a 3 and a half year old male child was suffering an allergic reaction, possibly due to eating a cashew nut. Medlink was contacted on HF for advice. We were informed to expect paramedic assistance on arrival, but in order to receive this assistance, a medical emergency would have to be declared. Paramedics met the aircraft on stand.	
201407765	08/06/2014	21:11	EGKK (LGW): London/Gatwick	Not specified	EGTT : London (FIR)			120	PAN declared due to passenger medical emergency. Aircraft vectored for landing.		

201405602	02/05/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Passenger suffering from urinary problems.
201413222	19/09/2014	08:40	EGLL (LHR): London/Heathrow	En route	Other			350	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professionals onboard assisted with passenger. Paramedics met the aircraft on arrival.
201500538	14/01/2015	15:10	EGBB (BHX): Birmingham	En route	LFFF : Paris (FIR)			260	Windscreen shattered during cruise.	After about 10 minutes in the cruise, we heard a loud bang which sounded like it came from the forward galley and then a second bang from next the FO seat. I then noticed the starboard windscreen had shattered and a caution that the NO2 heater had failed. PF (Capt.) reduced speed initially to 250 kts and then 220kts with QRH info. the heater switch was also turned off with that procedure. A PAN call was made to ATC with a request for a priority for a direct route and we continued at 220kts with slow step descents until landing at destination. A normal landing was carried out and taxi onto stand 25. A full NITS briefing was made to the CA1 and updates and regular communications with the cabin crew. The passengers were not informed regarding the shattered windscreen, some passengers did notice the fire engines following the aircraft as we taxied in. A debrief/any questions, was carried out once the passengers/engineers had left.□ Supplementary 20/01/15;□ Aircraft declared a PAN and continued to destination. A Full Emergency was declared by ATC.□ Supplementary 21/01/15:□ Aircraft on frequency routing through called a PAN with a cracked windscreen. Descent not immediately required although heavily reduced speed implemented by crew. Minor co-ordination workload increase involving the planner but little impact on Tactical
201417074	06/12/2014		EGKK (LGW): London/Gatwick	En route	Other			400	PAN declared due to ECAM Fuel Lo Temp.	FL400, MO.80, SAT -72dgC, Fuel Lo Temp ECAM. Jet A1 fuel, so continued. SAT remained & -72dgC. At 0356z fuel temp -46dgC increased speed M.82 which increased TAT from -46dgC to -44dgC. However, at 0430z second Lo Fuel Temp ECAM, fuel temp -46/-47dgC. PAN Declared, descent co-ordinated with SHANWICK to FL360. ECAM actions carried out, outer TLS XFRD.

201409955	23/07/2014	04:34	EGLL (LHR): London/Heathrow	En route				390	PAN declared due to passenger medical emergency. Medlink contacted. Medical kit opened. Medications administered. Expeditious approach flown. Paramedics attended aircraft on arrival.	
201502200	22/02/2015	19:00	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGSS (STN): London/Stansted			Go-around flown due to unstable conditions. Diversion carried out due to weather and low fuel. PAN declared.	Pushed back with additional 700kg above plog fuel. Entered hold at WILLO with 2.9t, delay 10-15mins due volume of inbound traffic. Left the hold approximately 2.5t and made RNAV approach 26L due no2. Wind 190/14G30. Below 1000ft approach extremely gusty and turbulent. Aircraft made several uncommanded wing drops due to the conditions which were corrected in a timely manner. Crossing the threshold, again several wing drops in gusty conditions, made aircraft handling challenging. CM1 believes he over flared and floated in strong gusty x wind conditions. TOGA10 initiated and go around flown. Review of fuel state downwind 26L. Fuel now at CNR 2.2t. Unable to commit due weather. Crew decision to divert to refuel. Less than direct vectors being given and by DET, ATC stated approval hadn't been received to allow a landing. As we were given vectors away from diversion, FMGC predicting landing with 1.1t, PAN call declared stating we believed we would be landing at or below final reserve fuel. Immediately turned towards diversion and offered a straight in approach for alternate which was declined. During diversion, ECAM for L WING LOW FUEL LEVEL. No fuel leak and imbalance was legible, cross feed was opened and all pumps were left running. ECAM also for L + R FUEL LOW LEVEL with no associated ECAM actions. Landed 1.2t, shut down 1020KG. Unable to find version of FWC software in tech log. Aircraft met by airport emergency services although <input type="checkbox"/>

201500883	23/01/2015	06:50	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)					PAN declared due to main landing gear tyre deflation (50psi to 0) during take-off.	PAN Declared. Low pressure, suspected flat tyre. Tyre No 8 on Right Main landing gear. Flight to continue as normal but aircraft may block runway on landing in the event of excessive vibration. □ Supplementary 22/01/15: □ Shortly after take-off, EICAS; tire press advisory. Checklist was subsequently actioned and the pressure was observed on the no. 8 main gear wheel dropping steadily from approx. 50psi to 0. After extensive discussion en route, whilst consulting the guidance in the FCTM the decision was made to declare a PAN on initial contact with ATC due to the fact it wasn't know how the aircraft would behave on the landing rollout. On rollout aircraft was felt to pull to the right towards deflated tire and then left as braking increased. Maintrol, ops control, Eng all consulted to arrange assistance on arrival. Aircraft met by fire services and towed to stand after engineering inspection.
201406421	21/05/2014	08:09	EGPD (ABZ): Aberdeen/Dyce	En route	EGPX : Scottish (FIR)					PAN declared due chip warning.	PAN declared due chip light number 1 engine reduced to idling requiring no further assistance. Aircraft asked to squawk 7700 when able. Aircraft landed. □ Supplementary 22/05/14: □ CHIP1 light illuminated in cruise. EOPS actioned but light returned for the third time after clearing twice, so engine 1 set to idle. PAN call made. Continued flight to destination. IHUMS (No Mod 45) illuminated subsequently as below 60% torque in cruise. Running landing was carried out. Ts and Ps normal throughout. No1 engine chip warning during the flight back to base. The engine has 5 magnetic plugs and a chip detector situated within the oil system. The engine chip detector is designed to attract metal particles in the oil system and will illuminate a warning light in the cockpit when the quantity or size of the particles are sufficient to bridge a gap between two magnetised sections on the detector, thus creating electrical continuity. After landing, the aircraft was taken into the hangar to enable engineering to carry out the required inspections. This included checking all the magnetic plugs and the electrical chip detector. There were signs of hair-like contamination on the electric chip detector. The contamination was sent to

201410460	31/07/2014	19:08	EGJA (ACI): Alderney, Channel Is.	EGJB (GCI): Guernsey, Channel Is.	LFRR : Brest (FIR)				PAN declared due to engine failure. Aircraft returned.	<p>The aircraft had just settled at 2000 feet in the cruise. I pulled the Right-Hand mixture lever to lean for the cruise when the aircraft immediately started to swing to the right. I immediately pushed the mixture lever back into full rich with no recovery. The aircraft was losing speed slowly. As i was no more than 3 miles from destination airfield i decided not to try and diagnose the problem and call an immediate PAN, requesting return to the field. ATC give me heading onto easterly. I then carried out a precautionary shut down as per SOPs and set up for landing trimmed and checked. The approach and landing where without incident. □</p> <p>Supplementary 02/08/14: □</p> <p>Shortly after transfer to Approach the aircraft declared a PAN reporting RH engine failure. The aircraft positioned downwind on a visual approach and landed safely. A full emergency had been declared and the RFFS attended the aircraft after landing.</p>
201410929	08/08/2014	22:30	EGCC (MAN): Manchester/Intl	En route	Other			230	PAN declared due to electrical arcing and deteriorating equipment.	<p>Electrical arcing noise heard by left forward window during cruise on previous sector, unable to identify source, noise stopped before descent. Electrical arcing noise heard again during descent although more frequent and louder. Interference through Captain's intercom, electrical arcing visible between both windscreen wipers and windows, St Elmo's fire on both forward windows bright white light. MCP frozen, unable to deselect VNAV and suspect altitude window changed pre-selected altitude, ATC unable to confirm our cleared level. (Possible level bust) Autopilot disconnected by pilot flying, aural warning a low monotone gurgle. Aircraft manually flown to normal landing. Descent through cloud, when clear of cloud electrical arcing stopped and MCP usable again. PAN declared due IMC conditions with deteriorating equipment. ATC request sqk7700. □</p> <p>Supplementary 08/08/14: □</p> <p>Aircraft called on frequency and immediately sounded confused and referred to a 'problem'. They were passing FL224 in descent, mode S showed FL230 selected and they weren't sure if they were cleared FL200 or FL230. After a call to S28 they were cleared down to FL140. AT 2:31, a PAN call was made, reporting electrical failure. I requested a planner, vectors straight in for 05L and further descent were</p>

201500161	05/01/2015	12:30	EGKK (LGW): London/Gatwick	En route	Other			180	Flight crew illness/incapacitation. MAYDAY declared.	Captain had to leave the flight deck several times as he felt unwell. Captain was able to carry out the approach checklist but stood down from further duties with the landing checklist being read out by cabin crew member. Captain was suffering from back and abdominal pain.
201500425	09/01/2015	17:10	EGGW (LTN): London/Luton	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201413273	19/09/2014		LTFE (BJV): Milas/Bodrum	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to detachment of Nr1 engine nacelle oil access panel after take-off.	<p>Detachment of port nacelle engine oil access panel in flight. Shortly after takeoff the senior cabin crew member reported to the flight deck that a panel had detached from the left engine cowling. A PAN alert was transmitted to air traffic control together with a request to hold. The First Officer was dispatched to investigate and reported that a panel, believed to be that provided to access the engine oil filler had come away and as evidenced by paint marks had struck the leading edge high lift devices. As there was no buffet or adverse indications from the affected engine or abnormal flight control issues the flight was continued and engineering contacted on HF in order to consult on appropriate action. The aircraft was subsequently returned at the behest of engineering with no further problems.□</p> <p>Supplementary 19/09/2014:□ Aircraft declared a PAN and asked to hold. A short while later aircraft cancelled the PAN. The pilot reported that they had lost a small oil cover, which was not a problem, but initial indications suggested it was something more serious.□</p> <p>Supplementary 19/09/2014:□ Captain called maintenance control to inform that Nr1 engine oil filler panel was missing with witness marks on the Nr5 slat (LH wing inboard slat). A/C was being turned back for investigation. On arrival A/C had full external GVI of lower and upper surfaces, flaps/slats fully extended and gear doors opened due unknown</p>

201414262	07/10/2014	12:38	Other	En route	EGPX : Scottish (FIR)			80	PAN declared and aircraft returned due to suspected pitot head failure.	I was on duty as the INT controller when aircraft was transferred to me by MORAY sector diverting back with a suspect altimetry problem. I asked aircraft if he wished to declare an emergency and he replied he was declaring a PAN with a suspect pitot head failure. The WM, tower and moray sectors were advised. He wished to enter the hold to try and resolve the problem. He elected to make an approach and was vectored for the ILS RWY. I asked the pilot if he would require altitude readouts on the approach and he replied yes. The tower were informed that the aircraft would remain on the radar frequency for the approach and landing clearance was obtained from the tower. The aircraft landed safely.
201414971	22/10/2014	20:45	EGPH (EDI): Edinburgh	En route	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		200	PAN declared and aircraft diverted due to 'Cabin Pack Hot' and 'Flt Compt Duct Hot' cautions. Aircraft depressurised.	I was working as DTY planner when aircraft declared a pressurisation problem and that they required descent to FL100. I called TC Midlands to inform them of the descent in their airspace to which they informed me that they had no tfc to effect. I also informed Scottish Trent sector that the tfc would eventually penetrate their airspace and that it may wish to divert so got the runway in use at airport. I told the controller that I would find out more information on the nature of the problem and advise them as soon as possible. My Tactical then asked the aircraft for more information. Initially there was no response, then a call from the pilot that sounded like they were using oxygen masks followed quickly by a 7700 squawk. The pilot then informed us of a PAN and his intention to divert. The tactical advised them of the STAR and runway in use and if he could take a frequency change. The aircraft was handed over to sector shortly after. Supplementary 22/10/14: In the climb the "FLT COMPT DUCT HOT" caution illuminated followed a short time later by "CABIN PACK HOT". QRH consulted "CABIN PACK HOT" drill actioned. On reading "FLT COMPT DUCT HOT" drill it became clear that both packs would have to be switched off which would lead to a gradual depressurisation. At this stage the flight compartment duct was left on and a descent requested from ATC and pressurisation appeared normal. Whilst awaiting
201401406	06/02/2014	11:38	EGBO : WOLVERHAMPTON	EGBJ (GLO): Gloucestershire	EGTT : London (FIR)				MAYDAY declared due to rough running engine on departure.	Aircraft declared a MAYDAY whilst climbing out to the north following a departure RW18 due to rough running engine. The aircraft was observed to be on high left base for RW18 and landed at 1140 without incident.

201403859	29/03/2014		EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered and paramedics requested to meet the aircraft on arrival.
201417139	10/12/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201418026	20/12/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201404321	10/04/2014	13:30	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		340	MAYDAY declared and aircraft diverted due to hydraulics malfunction.	At approximately 1330Z I was notified by S6/9/36 planner that this aircraft had checked on from Brest through LIZAD and had reported "some hydraulic issues" that the crew were investigating. The pilot asked us to look into the possibility of diverting into XXXX. GS Air were called with that request. At approximately 1335Z I was told by the sector team that the aircraft had declared a MAYDAY and declared an intention to divert into XXXX. Appropriate agencies were notified of the developing incident with the initial details. D and D called asking for POB, which was provided (200 POB). LJAO supervisor heard the developing situation and very helpfully organised coordination through all live danger areas for us. Subsequently, XXXX called asking for further specifics (could he land on westerly's or did he want easterlies?, Did he foresee any flaps or gear problems?, and would he be able to vacate the runway?). Once the sector team (and the crew) had a suitable workload this information was gathered and passed. "No problems or handling issues". A second LAS W was called back to look after both the increasing traffic on bandbox and our VIP visitors whilst I focused on the incident. Ultimately the aircraft was given priority routing into S20 and onward to XXXX. □ Supplementary 10/04/14: □ Aircraft maintaining FL340 asked to prepare a route towards YYYY when asked why he informed me
201500964	25/01/2015	11:06	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			140	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201413535	23/09/2014	12:00	EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to passenger medical emergency.	Medical professional onboard assisted with the passenger. Paramedics met the aircraft on arrival.

201413628	26/09/2014	05:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201413966	03/10/2014	13:24	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			200	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201414170	21/09/2014		EGLL (LHR): London/Heathrow	En route	EGPX : Scottish (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201413920	30/09/2014	03:32	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency.	Medical professionals onboard assisted with passenger. Paramedics met the aircraft on arrival.
201414763	19/10/2014	06:25	EGLL (LHR): London/Heathrow	En route	Other			34	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professionals onboard assisted with passenger. Paramedics met the aircraft on arrival.
201502139	22/02/2015	01:00	EGKK (LGW): London/Gatwick	En route				390	PAN declared due to passenger medical emergency. Medications administered on advice from Medlink. Paramedics attended aircraft on arrival.	
201411500	20/08/2014	13:23	EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Oxygen administered. Paramedics met aircraft on arrival. Ambulance requested.	
201500592	15/01/2015	19:25	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared during taxi in due to passenger medical emergency.	Pax collapsed after landing, oxygen applied, pan declared, company notified, pax started to recover and after 35 mins on stand pax decided to leave of his own choice. Terminal manager in attendance to aircraft. Pan cancelled. Operator notified.

201413234	19/09/2014	10:25	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to LH midspan leading edge flaps failed to extend.	Left hand midspan leading edge flaps failed to indicate extension to correct position with accompanied LE single drive status msg. On selection of flap 5 this became LE multi drive with flaps drive caution. QRH actioned and PAN declared. Aircraft landed normally at higher speed required. QRH actioned. PAN declared. Aircraft landed at higher speed as required. Same event occurred on inbound flight. Supplementary 19/09/14: Aircraft declared he had a flap problem when 18nm from touchdown. I took control of the aircraft en route to the hold to give them time to investigate the issue, at which time the PAN call was made. I left the aircraft in the hold until he declared able to make an approach, took the relevant details regarding speed requirements on final, then vectored him to a normal albeit fast approach. CAA Closure: Investigations found that the L2 leading edge flap drive unit was the cause of the event and was subsequently replaced. In addition Tech Services raised a work package for further investigation to be accomplished with the flap drive unit replacement, which found no faults. There have been no further reports since rectification and flap drive units have an acceptable MTBUR, therefore no further action considered necessary.
201500025	02/01/2015	15:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201500792	20/01/2015	13:30	EGBB (BHX): Birmingham	EGBB (BHX): Birmingham	EGTT : London (FIR)			210	PAN declared due to reported hydraulic failure.	Aircraft declared a PAN and requested to continue on to original destination but required a hold to sort out the issues.
201412690	09/09/2014	11:20	EGKK (LGW): London/Gatwick	En route	Other				Passenger medical emergency.	Medical professional onboard assisted the passenger. Paramedics met the aircraft on arrival.
201500109	03/01/2015	11:55	GCTS (TFS): Tenerife Sur-Reina Sofia	En route	EGTT : London (FIR)	EGFF (CWL): Cardiff		360	PAN declared and aircraft diverted due to passenger medical emergency. Overweight landing carried out.	Engineering inspection carried out, satisfactory. Flight continued.
201500958	24/01/2015	05:45	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			220	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201500200	08/01/2015	16:28	CYYC (YYC): Calgary/Intl, Alta.	En route	EGTT : London (FIR)					<p>PAN declared and aircraft returned following engine shutdown.</p> <p>Airborne return following Engine shutdown. PAN Call made. Aircraft landed safely. TDM advised / Press Office aware. Service night stopped. Subsequent medical emergency on the ground. Ambulances called. Crew debriefed. □</p> <p>Supplementary 08/01/15: □</p> <p>I was working on tactical sector when the aircraft who was at FL360 asked for descent to FL300 due to a technical problem. I gave descent clearance and when he was approaching FL300 I asked if he needed further descent as I would need to check with the sector below. He responded with a request for FL240 which I gave and enquired whether he had an emergency situation. The pilot then declared a PAN and requested to return to departure airport. I told him to turn back on a heading of 170 degrees and when he had time, to give me some information regarding the nature of the emergency. □</p> <p>The aircraft was further cleared to FL200 and the pilot informed me that there was an engine failure and he was working through the checklist so couldn't take a frequency change. After a few minutes he asked to go to hold at FL200 and dump fuel before landing. At this point he was able to accept a frequency change and I transferred him to frequency. □</p> <p>Supplementary 09/01/15: □</p> <p>Engine Surge and subsequent Fail of Left Engine. Passing 32500 feet during climb a Left Engine surge occurred. First occurrence lasted a few seconds with associated EICAS Indications which cleared quickly.</p>
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201414113	06/10/2014	08:25	LEBL (BCN): Barcelona	En route	LFRR : Brest (FIR)			110	PAN declared and aircraft returned due to cracked windscreen.	At 0825 London Control called to advise us that the aircraft, which had departed earlier, was returning with a cracked windscreen and had declared a PAN. ADC were advised and initiated a local standby based on an estimate of 0900. The aircraft had 3 POB.D&D were advised. Pilot called and was given a heading of 360 degrees through D012 and D013 which had been co-ordinated with vectors to a short pattern ILS to Rwy 26 and a descent initially to Alt 2600ft. After intercepting the localiser at 5 DME the aircraft was transferred to Tower and landed safely at 0907. D&D and London Control were both informed. □ Supplementary 07/10/14: □ Aircraft experienced a crack on P1 windscreen and diverted back at lower level. Outer pane of the LH windscreen found cracked. Remaining panes were fully intact. Windscreen replaced with new item. The screen was inspected prior to and after removal. It had a date of manufacture stamped on it of 28th Jan 2002. The aircraft records did not show when this screen was fitted but as the aircraft arrived with the company in May 2002, it is accepted that it would have been between Jan and May of that year. The source of the crack (although difficult to confirm) appears to be adjacent to the "parked" position of the
201501708	12/02/2015	10:45	EGNT (NCL): Newcastle	En route	EGPX : Scottish (FIR)			160	PAN declared due to flaps/slat malfunction.	Aircraft declared a PAN due to Minor control difficulties which would require a longer than normal final, POB was obtained and passed on, aircraft was instructed to squawk 7700. Aircraft advised that the en-route descent would be normal. Prior to transfer the crew advised that they would like the emergency services in attendance on landing to check the brake temperatures, this was passed onto the airport. □ Supplementary 12/02/15: □ At 10:50 we were informed that the aircraft had declared a PAN with handling problems. On first contact with me the crew advised that the aircraft had a slat problem and subsequently would have a slightly higher landing speed than normal. They also advised that they were going to stop on the runway and requested the AFS to attend to check the brake temperatures before taxiing to stand. □ A Full Emergency was called and the aircraft was vectored, at their request, for a 15 nm final to runway 25. At 11:20 the aircraft landed safely.

201413313	22/09/2014	08:52	EGHH (BOH): Bournemouth/Hurn	EGHH (BOH): Bournemouth/Hurn	EGTT : London (FIR)				PAN declared and aircraft returned due to birdstrike to windshield of aircraft.	At 145kts during rotate a flock of small birds lifted off the runway directly in front of the aircraft. The aircraft struck at least 2 of the birds (one on the screen and one unknown). The crew elected to climb to 5000ft after all the after take-off checks were completed and carry out a low speed handling check. The handling check was satisfactory in the normal approach configuration, the remaining fuel was burnt off to max landing weight and a "PAN" was declared for the landing. The remainder of the flight continued without incident. Windshield and fuselage struck. Aircraft returned.
201414456	10/10/2014	09:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professionals onboard assisted with passenger. Paramedics met the aircraft on arrival. Glucose test kit not working.
201501362	03/02/2015	18:14	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Oxygen administered. Medical staff attended aircraft on arrival.	
201417866	22/12/2014	09:47	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			80	PAN declared due to passenger medical emergency.	
201500197	03/01/2015		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201417410	13/12/2014	12:00	EGSX : North Weald	EGKA (ESH): Shoreham	EGTT : London (FIR)				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.
201500005	02/01/2015		EGLC (LCY): London city	EGLC (LCY): London city	EGTT : London (FIR)	EGMC (SEN): Southend			MAYDAY declared and aircraft diverted due to engine fire warning during approach.	Call to advise engine fire on approach and MAYDAY declared and diversion. I called ATC to confirm, this was confirmed by ATC. Airport handling called to brief, they called back and said landed on blocks. □ Supplementary 02/01/15: □ The initial report of an incident involving one of our aircraft. Initial information is that this was a spurious engine fire warning, the engine was shutdown and the aircraft diverted safely. □ Supplementary 05/01/15: □ On final approach at 2200' QNH Engine fire warning and master caution illuminated on engine number 2. Go around procedure initiated at 2000 feet (Maintaining 2,000 ft). Mayday call transmitted and memory actions initiated by Captain, and carried out IAW QRH by First Officer. Fire warning still illuminated 30 seconds after 1st shot, so second shot activated. Fire warning continued for approx 1 minute after second shot, then extinguished. Diversion requested and remaining QRH items carried out. Cabin Crew NITS brief carried out. Briefed about single engine landing, informed that evacuation would not be required, unless told otherwise, and also informed that we would probably vacate the runway after landing and taxi to terminal for a normal disembarkation. A/C control and radio handed over to F/O whilst Captain made PA to passengers informing them of precautionary engine shut down and the requirement to divert. Cabin reported that all Pax seemed calm and unconcerned. Single engine

201417516	16/12/2014	10:57	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to hydraulic systems low pressure electric pump failure.	Maas KOK advised that aircraft could not reduce speed due to a hydraulic problem. Aircraft then checked in on frequency, I gave his routing and delay information and asked what his intentions were. He said to standby and then after a short delay he declared a PAN. He had a single hydraulic problem that required no special handling on the ground but he did not want to hold for 15mins plus with the problem in case he encountered another problem. □ Supplementary 16/12/14: □ In cruise, ECAM - HYD B SYS LO PR, Blue Elect pump failure. After initial F-N-C, ECAM actions completed as far as Status, then- Cx, OEB, CB's etc reviewed, Status completed. Quick review and FNC, followed by TDODAR- PAN Call made. Decided to continue to airport, however alternates considered if another HYD lost. Alert call made, NITS brief given. Approach briefed, engineering informed, uneventful landing.
201316799	27/12/2013	20:20	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)			100	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201403153	14/03/2014	04:30	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			390	PAN declared due to medical medical emergency.	Medical assistance requested for arrival.
201400967	26/01/2014		EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency.	
201504588	12/04/2015	07:40	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Child requiring medical assistance. Pan declared, medics met aircraft on arrival.
201306550	06/06/2013	17:20	EGLF (FAB): Farnborough civil	GIBSO	EGTT : London (UIR)			300	PAN declared due to instrument failure.	Steers and heading were given by the controller.

201409324	11/07/2014	18:14	EGFP : Pembrey airport	EGBK (ORM): Northampton /Sywell	EGTT : London (FIR)				PAN declared and aircraft returned due to engine chip warning.	Aircraft declared a PAN. Pilot stated it was an engine chip warning light ,the engine had been secured and aircraft was diverting back. Pilot contacted ATC to advise aircraft landed safely. ACC supervisor informed by telephone 1602 completed.□ Supplementary 11/07/14:□ Nr2 ENG CHIP caution illuminated in cruise. Nr2 ECU shut down iaw EFRC. PAN call declared on in use ATC frequency and diversion back to departure airport carried out without further incident. Nr2 ECU chip detector inspected, small metallic sliver removed. Plug cleaned and 15min ground run carried out. Aircraft returned to service.
201300223	10/01/2013	09:00	EGLC (LCY): London city	EGLC (LCY): London city	EGTT : London (FIR)	EGMC (SEN): Southend			Go-around flown due to flap problem. Diversion made for longer runway and PAN declared.	A/c landed safely with emergency services in attendance.
201416604	26/11/2014	15:35	EGKK (LGW): London/Gatwick	En route	Other			360	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201410665	04/08/2014	03:00	EGKK (LGW): London/Gatwick	En route				400	PAN declared due to passenger injury. Passenger injured by falling bag from overhead locker. Medlink contacted. Medication and first aid administered. Priority approach given.	
201413680	25/09/2014		EGKK (LGW): London/Gatwick	Unknown	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201500924	23/01/2015	19:45	EGNT (NCL): Newcastle	En route	EGPX : Scottish (FIR)			320	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival. On check-in with TWR we were cleared to land but then questioned about the location of the sick pax in the cabin (for the benefit of the paramedics) - this was an inappropriate time to be questioning the flight crew and very distracting as we were at a high workload stage of the approach.
201501613	10/02/2015	17:39	KAUS (AUS) [AUS]Austin, Tx/Austin-bergstrom Intl	En route	Other			380	PAN declared and aircraft returned due to hydraulic system failure.	A/C returned due central hydraulic failure, affecting landing gear, flaps and steering. □ Supplementary 16/02/15: □ The HYD PRESS SYS C EICAS caution observed in cruise and the relevant checklist was completed. On inspection, the centre hyd system was depleted of fluid. After co-ordination with Company and ATC, a return was initiated. The aircraft was landed without incident and stopped on the runway for a fire service inspection. Hydraulic fluid was reported dripping from the aircraft. Nose wheel steering was not available, so the aircraft was towed back to stand.
201501611	01/02/2015	13:19	EGNM (LBA): LEEDS BRADFORD	En route	Other				MAYDAY declared due to passenger medical emergency.	
201417669	18/12/2014	20:45	LFPG (CDG): Paris Charles-De-Gaulle	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Serious Incident: Fumes in cabin and cockpit. Pilots donned oxygen masks. 143 POB, no injuries. Subject to AAIB AARF investigation.	

201414920	22/10/2014	06:24	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to low fuel.	Long delays were exaggerated by thunderstorms passing close to DEP RWY which halted departures. 2 ENG shut down carried IAW QRH drill. Dep 1hr late with 400kg less than planned fuel for RCF plan with 7 min arr delay. Exited oceanic airspace just below CMR on arrival a decision point had 200kg less than required therefore committed to airport where the wx was fine. Asked OPS for holding est told hold expected with max 5 min, however ATC gave 9 mins so accepted speed reduction 0.04M. On arrival into London airspace hold increased gradually to 15 mins at which point a PAN for fuel was declared. Rapid vectors and approach meant we landed with 4.3T.
201414979	23/10/2014	21:22	EGKK (LGW): London/Gatwick	En route	Other			380	PAN declared due to passenger medical emergency.	Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival. Despite approx 20 mins notice there were no chocks on stand on arrival. Ramp Services would not attach jetty without chocks, resulting in 5 mins delay to medical attention whilst chocks were located and jetty attached.
201416859	01/12/2014	14:55	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			380	PAN declared due to passenger medical emergency.	Medical professionals onboard assisted with passenger.
201411497	18/08/2014	06:20	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency during descent. Oxygen administered. Paramedics requested.	
201416114	17/11/2014	18:35	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	En route	EGTT : London (FIR)				PAN declared and aircraft returned due to electrical utilities and galley issues.	Aircraft was returning with a technical issue. Shortly after coming onto my frequency, the pilot advised that everything was under control, and a normal landing would be made, but "just in case" he would like to declare an emergency. When I asked PAN or MAYDAY the pilot replied PAN PAN. I acknowledged this and asked the nature of the problem. He advised electrical issues with the Utilities and Galley, and associated buses. TC SW was updated by the planner and I gave vectors.

201416292	20/11/2014	10:00	EGTC : Cranfield	EGBE (CVT): Coventry	EGTT : London (FIR)					<p>PAN declared and aircraft returned due to Engine Control Unit (ECU) failure warning during take-off.</p> <p>Pilot reported a PAN as he was on climb-out and still overhead the runway. He said that he had an ECU failure warning for his starboard engine but it was still working. Initially he said that he would tear drop on to runway. However he was unable to get visual contact with the runway so he was passed to radar for a radar vectored ILS to RWY. He landed safely. □</p> <p>Supplementary 01/12/14: □</p> <p>Immediately after raising gear, the audible sounder and visual amber 'Caution' annunciated, showing 'Stall heat fail' then within 2secs ' R ENG ECU A' and 'B' warnings. At the time, the training cadet was handling pilot with the aircraft established in a safe climb. However, as he did not respond to the warnings, after 5secs, the instructor acting as Captain took control. The aircraft was levelled off at 600ft AAL in marginal VMC with the RH engine still producing expected power, a PAN was declared with a request to re-land visually on R05. A procedure turn was commenced to the north of the runways to re-align. On final approach for R05, cleared to land, it became apparent that the runway environment could not be acquired visually to make a safe landing. A go-around was called, climbing straight ahead to the locator with</p>
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201416406	23/11/2014	10:20	ULLI (LED): Sankt-Peterburg/Pulkovo	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Aircraft returned due to fumes in flight deck and galley.	<p>All crew members noted unusual odour after takeoff and on approach. Musty, smelly socks smell. Flight initially continued as smell appeared to dissipate within 5-10 mins. Smell was noticeable in initial climb in cockpit and forward galley but more noticeable in rear galley. Decision made to return as this was a repeat of a previous incident. Odour also noticed in approach phase. Very noticeable in forward galley. Ops and Maintrol advised via HF. Decision made to return as precaution. On approach odour noticed again, carried out QRH fumes checklist as precaution although no 'noticeable' smoke/fumes. Priority landing given after PAN call. Cabin crew not aware of fumes history on aircraft. □</p> <p>Supplementary 23/11/14: □</p> <p>I was informed that the aircraft was diverting back in with an odour on flight deck but was not declaring an emergency. As the aircraft approached the hold he declared a PAN, stating that the odour had worsened and requested a priority approach which I facilitated. □</p> <p>Supplementary 27/11/14: □</p> <p>Cabin crew illness reports from this incident: □</p> <p>Smell of fumes in the cabin on take-off in the fwd galley. I informed the Captain when going in there and there was also a strong smell of must/smelly socks in the flight deck. the crew rang me from the aft galley, and again the same smell. During the cruise the smell disappeared until landing and again the smell appeared in the fwd + aft galley. On landing I</p>
201500995	22/01/2015		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201414356	10/10/2014	10:06	Other	En route	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to LH cowling loose.	On hand over the previous controller had told me that the aircraft had declared that he had a technical problem and requested to descend to altitude 2000ft and return. When asked the pilot replied that he did not require assistance at that time. At 1006 aircraft declared a PAN, stating that a passenger had indicated to them that they had a loose panel. He was given a direct routing back to the field and instructed to squawk A7700. The aircraft was transferred to Tower and landed safely at 1024.□ Supplementary 10/10/14:□ After take-off, levelled in the cruise and part of the cruise checks we did an EPAC for both engines. The left hand engine did give us strange readings and we discussed that we do another EPAC on the way back. Shortly after this we had both FADEC 1 and FADEC 2 fault warning coming on in flight. We went into the Emergency checklist and whilst we are discussing the problem it cleared itself. Five minutes later again a FADEC fault, now we decide to turn back to base. In the turn I tell the passengers that we are turning back because of a minor problem with the aircraft. Shortly after a passenger comes forward and tells us that the left side cowling is open. I could not see this from the cockpit but I treated this as true and declared a PAN
201416961	06/12/2014	04:29	EGKK (LGW): London/Gatwick	00 50 43 N / 026 49 W	EGGX : Shanwick (FIR)			400	A330 at FL400 declared PAN due to low fuel temperature and descended to FL360, resulting in loss of separation within Oceanic airspace. Traffic info given.	A330 Emergency descent due Fuel Temp. 0416 A330 advised he may require descent to F360 due to low temp. Due traffic advised flight I was unable to offer conflict free descent and asked if declaring emergency. At 0429 flight declared PAN and descent to FL360. Cleared immediate descent via CPDLC and given traffic info on fltnum 535/fltnum 055/fltnum 94. The fltnum 535 F370 was 10 min's behind, fltnum 055 F380 was 7 min's ahead, fltnum 94 F390 was 6 min's behind. We monitored his position constantly via the 'demand contract' function on ADS. There was a loss of separation on all 3 aircraft. Traffic info passed to fltnum 535, no traffic info given to fltnum 055 or fltnum 94 as flight had levelled off at FL360. There were multiple other aircraft who requested descent due to fuel temp issues: fltnum 718, fltnum 30, fltnum 142 (no issues with any of these flights).□ Supplementary 02/04/15:□ A loss of separation occurred between A330 and three aircraft after A330 declared a PAN emergency and following a requested descent due to low fuel temperature was issued an instruction to descend through the levels of these 3 other aircraft. Essential traffic information was not passed to the closest

201300402	16/01/2013	11:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				EICAS message 'smoke DR 5 rest'. Crew rest area inspected no sign of smoke seen. PAN declared, normal approach and landing.	Cabin staff made full inspection of crew rest area at R1. No signs or audible warnings on warning panel in galley 4. A number of cabin crew investigated bunk area, all oxygen bottles and fire fighting equipment removed and prepared while reset instructions followed. No visible sign or fumes/smoke seen. On taxi in cabin crew reported acrid smells. Once passengers disembarked, fire crews inspected aircraft and found nothing. Prior to departure the P/A interphone failed. System reset. □ CAA Closure: The organisation concluded the investigation and found that the smoke warning was caused by faulty detects rather than genuine smoke. P/A defects resulted from faulty P/A controller. Cause of reported smell inconclusive. There have been no further issues with crew rest area smoke warnings, communications or reports of smells since rectification.
201501133	29/01/2015	08:18	EGLC (LCY): London city	EGDD : Bicester	EGTT : London (FIR)	EGSS (STN): London/Stansted		150	PAN declared due to hydraulic failure.	Aircraft declared a PAN with a slight hydraulic failure. The aircraft was diverted as a precaution.
201501190	30/01/2015	08:43	Other	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to engine chip warning.	Having already requested a return "as a precaution", aircraft declared a PAN with an engine chip warning; the crew said that the engine had been reduced to idle and they would be returning on a single engine. Aircraft was instructed to squawk 7700 which was complied with. The Watch manager was informed and made all relevant phone calls. A company aircraft that was in the vicinity, offered to act as escort if required; after a brief pause this offer was turned down. On establishing that he could take a frequency change was transferred to the next sector early so as not to risk losing 2-way contact as the RT link was OOS. □ Supplementary 30/1/15: □ During cruise CAUT, ENG and CHIP 1 lights illuminated. ECL consulted and Chip Detector control switch set to pulse. CHIP 1 caption cleared. After a few seconds, the same indications appeared. Chip pulsed a second time which cleared again. As a precaution the power was reduced to below safe single engine while the crew discussed further actions. It was decided to return to base. Again the CHIP 1 light illuminated so crew set engine 1 to idle and OEI LO on engine 2, descended to 2000 feet and declared a PAN. Pax were briefed in the aircraft and on the ground subsequent to the flight. The aircraft was returned and carried out a VFR approach and

201501825	15/02/2015	16:06	EGKB (BQH): Biggin hill	EGBJ (GLO): Gloucesters hire	EGTT : London (FIR)				Mayday on Departure due to rough running engine.	On climbout the pilot declared a Mayday with a "very rough running engine". Aircraft elected to join right base with a Full Emergency declared. The aircraft landed without further incident.
201501541	09/02/2015	10:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				MAYDAY declaration due to hydraulic failure.	The reporting Controller was the Finals Director at the time of the incident. The aircraft in question was on a base leg and declared a MAYDAY due to hydraulic failure, which the controller was already aware of. Runway sterilisation was in place already. The aircraft made an approach, landed and vacated the runway.
201501924	17/02/2015	10:32	KSEA (SEA) [SEA]Seattle, Wa/S eattle-tacoma Intl	En route	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		320	PAN declared and aircraft diverted due fumes in cabin.	I was on duty and about to handover to the incoming tactical controller when aircraft said he would need to divert. I asked him if he had a problem and he said he had fumes in the back of the cabin. I asked if he was declaring an emergency and he said he would declare a PAN. I asked him to squawk 7700. He was vectored, descended and handed over to TC.
201501943	17/02/2015	13:20	LEBB (BIO): Bilbao	EGCC (MAN): Manchester/I ntl	EGTT : London (FIR)			10	Fumes in the flight deck and cabin. Aircraft returned.	During the climb fumes were smelt in the flight deck to be shortly followed by a call from the cabin reporting fumes throughout the cabin. The smell was described as burning plastic. Oxygen mask were donned, a PAN declared and the aircraft returned for an uneventful landing. On landing the smell had dissipated. Several passengers commented on the strong smell which was, again, described as burning plastic. Aircraft returned to Origin Airport, shortly after takeoff, due to the smell of fumes in the cabin. The aircraft was met by the fire service, in line with routine procedures. The passengers disembarked the aircraft as normal and were transferred to the terminal to await a replacement aircraft. Just after take-off, a few minutes before being released CCM detected an odour of hot/smouldering plastic in fwd galley area. At this point the cabin crew were released and CCM lifted the interphone to call AFT crew station to see if they had detected any unusual odour. As CCM did so, CC2 rang and asked me if they could smell something. CCM walked the length of the cabin to check for signs of odour and smoke. CCM detected odour but no smoke. CCM called FD from rear crew station to advise of odour and was told to standby by the FO. The CP then came on and asked them to go

201416834	02/12/2014	18:03	EGPD (ABZ): Aberdeen/Dyce	En route	EGPX : Scottish (FIR)	EGNT (NCL): Newcastle		165	MAYDAY declared and aircraft diverted due to smoke indications in the luggage hold.	Aircraft was handed to Airspace as he passed east abeam Airport northbound. 20 miles north aircraft was observed to squawk 7700 and begin a slow left turn. Airspace phoned to advised that aircraft had declared a MAYDAY with smoke indications and was diverting. Aircraft was identified and handed to airport where he advised that he had smoke indications in the pods. Upon further investigation with another aircraft on another frequency this was found to be the hand luggage hold. Aircraft was vectored for an ILS approach onto runway and landed safely and was inspected by the Airport Fire Service. □ Supplementary 02/12/14: □ Shortly after having established in the cruise at FL165 the amber attention getter and pod smoke warning caption on the CAP illuminated. After silencing the audible alarm and SFO (Pilot Monitoring) had referred to the abnormal and emergency procedures checklist we decided to divert to airport which was approximately 15nm south west of our position. The SFO called Airspace and declared a MAYDAY requesting diversion and descent. During the final approach phase at approximately 2nm from touchdown the CAP smoke indication extinguished. We continued to a normal touchdown. The fire crew
201411255	14/08/2014	22:00	EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	
201412598	06/09/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Elderly female passenger reported difficulty in breathing. MEDLINK consulted through SATCOM. Advised to place on Oxygen/monitored, upon arrival declared Medical emergency to obtain Medical services to attend the aircraft. Medical emergency declared in UK airspace [PAN]. Company advised via ACARS. Company arranged Medical services contrary to MEDLINK's declaration they would. Priority landing and stand allocation, the flight concluded without further incident. Passenger was travelling with family members, connecting for medical treatment. Also a Diabetic.
201413315	19/09/2014	05:56	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)	EGBB (BHX): Birmingham		390	PAN declared and aircraft diverted due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.

201502516	02/03/2015	08:14	EGLL (LHR): London/Heathrow	En route	Other			140	PAN declared due to passenger medical emergency.	
201500855	21/01/2015	17:20	EGKK (LGW): London/Gatwick	En route	Other			100	Nr1 engine generator failure.	<p>Passing FL100 in descent to land, Flight Instrument Screens went off for 5 seconds then came back on. ILS 1 Fail ECAM caution appeared. After approximately 1 minute Generator 1 failed ECAM appeared. ECAM actions completed and Generator 1 reset was unsuccessful. APU started. PAN declared. Aircraft landed safely without further incident. □</p> <p>Supplementary 21/01/15: □</p> <p>Aircraft declared a Pan due to a number 1 generator failure while downwind inbound. He elected to continue with vectors for an ILS approach for 08R where he landed and vacated the runway.</p>
201413887	02/10/2014	15:07	EGNM (LBA): LEEDS BRADFORD	EGHI (SOU): Southampton	EGTT : London (FIR)			40	PAN declared and aircraft returned due to reduced torque on nr2 engine during climb out.	<p>I was on duty as the Radar ATCO and working aircraft who had been airborne for approximately 4 minutes, the aircraft declared a PAN with a problem with the right engine. Captain had not shut down the right hand engine, but requested to make an immediate approach. I stopped sequencing the next aircraft and after a short period of vectoring instructed it to take up the hold. Three other inbounds were also instructed to hold. The PAN aircraft received vectors toward the ILS runway 20 and landed safely at 1516. □</p> <p>Supplementary 02/10/14: □</p> <p>Engine start, taxi and roll out carried out as normal, as we turned right to capture the 017 radial on the departure. We noticed the number 2 engine was only producing 64-65% torque and the right EGT was indicating 400-450 degrees. We were told to climb to F070 and once set up we started to increase and retard the right hand power levers. Both torque and EGT indications decreased uniformly and when power was applied both indications increased uniformly, without as much noticeable yaw when decreasing and increasing the left power lever. The right torque still indicated 64-65% and EGT reached 450 degrees maximum when fire walled. With this in mind we both came to the conclusion there was an issue with the number 2 engine and it was not an indication issue. At FL060 we declared a PAN and asked to return. On</p>

201417570	16/12/2014	10:44	EGOW : Woodvale	EGOW : Woodvale	EGTT : London (FIR)				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.
201501119	27/01/2015	01:30	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	EGUY : Wyton	EGTT : London (FIR)			220	PAN declared due to Number 1 Engine failure.	Concerned aircraft called on frequency and declared a PAN due to number one engine failure. The aircraft was instructed to change squawk and stated that the intention was to land at planned destination. The airport was advised of the PAN. The pilot stated that he was happy to take a frequency change and was transferred to the destination airport.
201414823	20/10/2014	13:34	Other	En route	EGPX : Scottish (FIR)				PAN declared due to engine Nr2 fire warning indication during cruise. Warning suspected spurious.	On duty as radar controller. Aircraft was approx 23 miles east of airport cruising at 3000 feet en route. They called PAN PAN due to a engine no.2 fire indication. They turned back and made a VFR approach without further complications where they landed safely at time. The crew believed the fire indication to be spurious.
201414748	17/10/2014	16:27	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			180	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201501395	21/01/2015	09:08	EGLL (LHR): London/Heathrow	EINN (SNN): Shannon	EISN : Shannon (FIR)			390	PAN declared due to passenger medical emergency. Medlink informed. Request made for flight to be met by medical assistance on arrival.	

201413561	23/09/2014	13:37	EGOS : Shawbury	EGOS : Shawbury	EGTT : London (FIR)				PAN declared and aircraft returned due to ENG CHIPS caption illuminated.	During the departure into the Western training area the safety pilot informed the captain, who was wearing an IF visor, that a caption had flashed on the CWP. Upon looking up an ENG CHIPS caption illuminated. Actions iaw the FRCs were carried out and a PAN call was transmitted. The power was reduced for the landing and the caption extinguished and did not reappear.□ Supplementary 23/10/14:□ Chip detectors removed and examined. One coked particle found on the scavenge chip detector. Level B inspection carried out. Ground run carried out for leaks and recurrence carried out. Chip detectors and strainers examined, nil debris. Aircraft released to service.
201500412	11/01/2015		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Landed at 05:51z, night ban busted.
201300527	19/01/2013	23:33	EGCC (MAN): Manchester/Intl	KMCO (MCO): Orlando/Intl, Fl.	KZJX : Jacksonville (FIR),Fl.				Serious Incident: Birdstrike on departure. Oil pressure warning on nr1 engine. Engine was shut down and MAYDAY declared. A/c returned and landed uneventfully. AAIB Field investigation.	The aircraft was in the initial climb, passing 530ft agl after take-off, when it was struck by birds which impacted the fan blades of the left and right engines as well as the nose of the aircraft. Both engines were damaged and the left engine was shut down by the crew because the engine oil pressure indicated zero. The aircraft returned and carried out an uneventful single-engine landing. One Safety Recommendation, nr 2013-015 addressed to the engine manufacturer. AAIB Bulletin 09/2013, Ref: EW/C2013/01/03.□ CAA Closure:□ Although the final design is not fully defined, the current position is that the modification will involve moving the transducers from the fan case mounting bracket to be mounted on the oil pump, thus removing the oil pipe sense lines currently running between the oil pump and the transducers on the fan case. This will also include an additional harness to link the harness currently beginning at the fan case bracket to the transducers mounted on the oil pump and thus provide the electrical input to the EEC from the new transducer location. Deletion of the sense lines is considered to remove the possibility of IDG failures causing engine oil pressure fluctuations and the

201500456	12/01/2015	15:20	EGLL (LHR): London/Heathrow	En route	Other						<p>PAN declared due to fumes in cabin.</p> <p>Shortly prior to top of descent fumes reported mid cabin. Pilots individually assessed the smell. Consensus among all crew was a slow worsening and spreading. Pan-pan declared. Immediate diversion carried out. After FNC the initial QRH Smoke/Fumes/Avionics Smoke actions were carried out up to packs. NITS briefing given. NITS briefing given. T-DODAR lead us to doing a precautionary rapid disembarkation at the gate. Outstanding CRM from the F/O and all three cabin crew members. All acted in a calm and professional manner. Medical attention offered to cabin crew. The only point worth raising is that the steps that were requested for door 2 left did not arrive. □</p> <p>Supplementary 12/01/15: □</p> <p>Aircraft inbound, on radar heading was given an instruction to route to hold. Pilot then called PAN stating smoke in cabin. Aircraft was told to continue its previous heading and descend to FL80 clear of other stack traffic. Aircraft was coordinated through sector and transferred to approach, and landed safely. □</p> <p>CAA Closure: □</p> <p>Standard engineering investigation work packs carried out with no faults found. There were no indications of oil leaks, over servicing or high oil consumption. Nor was there any signs of oil or wetness observed from de-icer vent fan inlet ICVs.</p>
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201501692	11/02/2015	16:20	EGKK (LGW): London/Gatwick	LIRF (FCO): Roma/Fiumi cino	LIRR : Roma (FIR)				Landing gear failed to retract. Alleged poor ATC service during emergency.	After rotation +CLB was called and the gear lever moved to the up position. The gear did not retract as commanded. Cause: Failure of both LGCIU 1& 2. Or, failure of the landing gear lever? The a/c flight path was ensured and the a/c was flown to the hold at TAQ. All ECAM actions were actioned and a Pan was declared. A NITS call was made in preparation for a return. The PAN was upgraded to a Mayday to allow the fire services to attend for our landing. A normal approach, landing and taxi to stand was made. On the outbound sector LGCIU 1 failed. Alpha Tech was contacted and it was agreed that we continue where the engineers were waiting. They subsequently swapped the two LGCIUs with each other, as part of the repair process. Aircraft was despatched back with LGCIU 2 inoperative as allowed under the MEL. All MEL procedures were applied correctly prior to despatch. □ Supplementary 02/03/15: □ After T/O, we were unable to raise the landing gear due to a technical fault. A PAN was declared with the first radar □ frequency after departure which was acknowledged correctly. On subsequent frequency changes it transpired that ATC were confused as to our emergency status and repeatedly asked us if we were declaring an Emergency. Emergency squawk and status was required to be re-emphasised to ATC on
201501839	15/02/2015	22:34	EGEO (OBN): OBAN	Rothsay	EGTT : London (FIR)	Other (Rothsay)			PAN declared and precautionary landing carried out.	Aircraft said he was making a precautionary landing due to sparking in cockpit. I asked if it was an emergency but his reply was broken. A minute later I heard him say pan and that he was about to land.

201503097	25/02/2015	17:00	EGBG : Leicester	EGSU : Duxford	EGTT : London (FIR)	EGSU : Duxford			PAN declared and aircraft diverted due to oil pressure indication.	Oil pressure light started to flicker. Since there were no other indications of a problem, we suspected it to be spurious, but as this was a new aircraft we decided to set it down at the nearest airfield. We broke off two way radio contact with radar and tried to establish contact with airfield as we were diverting. Since we did not get any reply from the ground, we assumed the airfield was closed, but we felt that the situation warranted investigation. We continued to the airfield and issued a PAN call to "Traffic". We made our approach, landed and shut down on a taxiway. After a thorough inspection we found no indication of abnormal oil levels or leaks. Our conclusion was that the warning light was probably due to a sensor issue (these are not unusual on this type of aircraft). As we did not find any indication of further problems we elected to add some extra engine oil and start up again to do a power check in the hover. Since the warning had cleared and we found no signs of any kind of problem, we departed to continue our route. The rest of the flight was without any further event.
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201504141	03/04/2015	05:36	EGPO (SYY): Stornoway	EGPE (INV): Inverness	EGPX : Scottish (FIR)				Engine shut down, MAYDAY declared and aircraft returned following birdstrike and ingestion into RH engine.	During initial climb out from runway 05 below AA, several gulls observed ahead and the avoiding action was attempted but one gull(at least) entered the right hand engine. A thud was heard then a strong burning smell, the ITT was seen to rise quickly above 900 deg followed by the red over temp light. All of this occurred within 3 to 5 seconds. A mutual decision was made to shut down the engine before the situation escalated and the engine was secured within 20-30 seconds after the initial bird impact. The standard engine fail procedure was flown to the hold followed by a single engine VOR ILS rwy 23. No further issues. The aircraft was handed to the engineering department. □ Supplementary 03/04/15: □ Aircraft declared a mayday while climbing out after departure from Runway 05. A full emergency response was initiated. The pilot reported that a bird had been ingested into the right hand engine, and the engine temperature had risen, so the engine had been shut down. The pilot elected to return to the hold at 3000', and after checks had been completed, requested an instrument approach to Runway 23. The aircraft landed safely at 0606. □ Supplementary 10/04/15: □ Birdstrike occurred outwith airport boundary. Aircraft shut down right hand engine and returned to the airfield. Full emergency declared. Aircraft landed
201505102	19/04/2015	07:30	EGLL (LHR): London/Heathrow	En route	Other			390	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	
201501845	15/02/2015	11:20	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			90	PAN declared due to passenger medical emergency with assistance requested to meet aircraft on arrival.	

201502685	04/03/2015	16:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			70	PAN declared due to ECAM hydraulic yellow system fluid loss.	Geog. position / Co-ords FIR- Exiting hold HDG 270 Degrees HYD Y RSVR LO LVL ECAM whilst exiting hold. ECAM actions completed with one lap of OCK hold completed. PAN declared due slow flaps and possible fluid on brakes/runway. Alert call and NITS used. Early config used on approach and no braking used on landing. Inspected by fire services after vacating, PA made to passengers to explain. Normal taxi to stand with fire services escorting and aircraft chocked on stand. □ Supplementary 04/03/15: □ Aircraft declared a PAN whilst in the hold due to a hydraulics leak. The aircraft was taken out of the hold as requested and vectored to a twelve mile final.
201505311	24/04/2015	03:55	EGLL (LHR): London/Heathrow	Unknown	Other				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Passenger sustained head injury. PAN declared on approach to facilitate medical assistance.
201408688	30/06/2014		EGLL (LHR): London/Heathrow	En route				0	PAN declared due to passenger medical emergency. Medlink contacted. Emergency medical kit opened and medication administered as advised by Medlink.	
201416488	24/11/2014	12:34	EGYD : Cranwell	En route	EGTT : London (FIR)				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.

201411688	25/08/2014	10:05	UKBB (KBP): Kiev/Borispol	En route	EGTT : London (FIR)				PAN declared and aircraft returned due to fumes in the flight deck and cabin.	Aircraft requested to return due to a minor technical problem. When on the TC LAM frequency, aircraft declared a PAN due to oil odours in the aircraft. The pilot reported that the odour was strong on departure although it had subsequently become less intense but was still present. He also reported that the particular aircraft had a history of the problem.□ Supplementary 05/09/14:□ Shortly after take off, cabin crew member came to the forward galley to inform me that she was aware that on take off and into the flight there was a strong smell of fumes I advised her to call the flight deck and give them as much information as possible. For example when she was aware of the smell and what type. This was also noted by fellow crew member. The Captain then called me into the flight deck to say he had a conversation with her, and had checked the flight log and there was details of the same problem before on this aircraft. With that information he was going to call me back into the flight deck for a NITS briefing. The call was made and myself and the nearest crew member went into the flight deck: N - fumes in cabin returning to departure airport, I - normallanding and txi to stand, T- time 15/20mins depending on holding, S - special instructions to secure the cabin for normal landing. I gave the NITS briefing to the crew. They understood their roles and responsibilities. The seat belt sign had remained on during this time, a PA was made to inform the customers we would be returning due to a technical problem. Cabin was made secure.
201406524	22/05/2014	12:45	EGLL (LHR): London/Heathrow	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		100	PAN declared due to low fuel state following diversion from original destination. Lightning strike on approach, no damage reported.	I was working TC two aircraft diverting in declared PANs due to being told the delay at this airport was 10 minutes.□ Supplementary 23/05/14:□ Diversion due to weather at destination, delayed vectors from ATC so PAN declared as possibly landing below reserve fuel, lightning strike on approach.
201406501	21/05/2014	10:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201413656	27/09/2014	23:15	EGKK (LGW): London/Gatwick	En route	TTZP : Piarco (FIR)			200	PAN declared due to cabin crew injury/incapacitation due to turbulence.	Crew member fell in the rear galley and struck her head on a trolley top resulting in lower back and right hip pain. Crew member removed from safety related duties for the remainder of the flight. Medical professional onboard assisted with crew member. Paramedics met the aircraft on arrival.

201417374	13/12/2014	07:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201408871	03/07/2014	08:50	EGLL (LHR): London/Heathrow	En route				0	PAN declared due to cabin crew medical emergency. Medlink contacted. Priority approach to expeditious landing made. Ambulance met aircraft on arrival.	
201300531	21/01/2013	19:13	EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to ECAM 'HYD Y Low PR' followed by significant airframe vibration then further ECAM 'HYD Y LO LVL' with fluid loss indicated on hydraulics page.	On encountering airframe vibration, speed was reduced until vibration reduced. On landing, a shudder was felt initially but braking was normal, it was then noticed that the hydraulic accumulator was below the normal range. Once vacated runway, emergency services carried out inspection before the aircraft was towed to stand. □ CAA Closure: Engineering found that the leak emanated from the high-pressure hydraulic line at the nr1 clamp in the mid pylon area of the nr2 engine. The leak was due to chaffing between the hydraulic line (p/n D2901005100700, IPC 29-13-06-03, yellow system high pressure) and its clamp, with significant chaffing also found at the Nr2 and nr3 clamps. The high-pressure hydraulic line, bushes, and the damaged clamps were subsequently replaced. The aircraft manufacturer is aware of problems surrounding chaffing of the hydraulic lines in the engine pylons, and as a result issued SIL 29-100 in May 2012. In the SIL, the manufacturer recommended inspections of the hydraulic lines in the mid pylon area to identify signs of chaffing, and they have also introduced new modified hydraulic lines with reduced bend tolerance which no longer chafe. The operator has implemented the recommendation

201413904	07/10/2014	20:40	EGSS (STN): London/Stansted	EGHH (BOH): Bournemouth/Hurn	EGTT : London (FIR)			70	MAYDAY declared and aircraft returned due to uncommanded roll inputs.	Aircraft departure reports a minor controllability issue, declares MAYDAY and intention to divert back. Aircraft arrival coordinated with ATC. D+D and LTC advised. □ Supplementary 7/10/14: □ FL70 LHS PF and manually flying, an uncommanded input forced the control wheel violently to the left with an associated roll to the left. PF could not arrest the roll until the yoke was approximately 45degs to the right and experienced a 'null' area where the controls were unresponsive. Approximately one minute later an uncommanded input forced the control wheel to the right with an associated roll to the right. MAYDAY declared and aircraft returned. A normal landing with no further incident. Approximately 10 minutes after shutdown with an engineer in attendance on board the aircraft a loud bang was heard under the floor followed by a strong electrical burning smell. Smoke was observed from hatch No 1.
201300451	18/01/2013	22:52	EGNT (NCL): Newcastle	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)			210	PAN declared due to fumes in the cabin and flight deck.	Fumes first identified just after take-off in the flight deck. It was described as a musty old bleed smell. These fumes dissipated then they were noticed again at the top of descent. Cabin crew reported fumes similar to stale cigarette smoke in the passenger cabin. Captain confirmed the smell and it appeared to be stronger in the overhead storage compartment. PAN call made as a precaution in order for a priority approach. No smoke reported. Tech Log entry made.

201501551	08/02/2015	09:40	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared for expeditious arrival due to uncontrollable (extreme cold) cabin temperature.	Aircraft stated on contact that due to a cabin A/C failure the temperature had been very cold in the cabin for the previous 4 hours. He did not want to hold and suggested that his company had arranged for him to be swapped with another aircraft. Both GS North and GS Airports were informed, they knew of no swap and stated that a PAN was required to avoid holding. The aircraft eventually declared a PAN and was transferred to TC. □ Supplementary 10/02/15: □ An existing fault caused temperatures in cabin zone F to drop to 13 degrees C and remain there for duration of cruise. Passengers wrapped in blankets and getting very cold. ATC advised of 20 minute delays. Phone calls made to try to arrange slot swap to reduce delay but we were advised this not possible by company and that we would have to declare PAN to avoid delays. Passengers had been in sub 15 degree temperatures for over 5 hours so PAN declared. Normal straight in approach and landing.
201501704	12/02/2015	09:58	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			330	PAN declared due to passenger medical emergency. Paramedics met the aircraft on arrival.	
201414761	19/10/2014	09:35	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			150	PAN declared. Unable to hold due to delays into destination.	Delays running at 20+ minutes. Mids advise that aircraft can only hold for 10 minutes and is thinking about what to do. When transferred to me north of SOPIT I turned him away from BNN onto 090 and informed him again of the delay and told him his options were divert or declare. There was no immediate response but after a further conversation he declared PAN. I turned him away from the stack onto 280 and gave him descent. A release at 70 under the holding traffic was arranged. Aircraft was descended to 70, turned back to BNN and given to radar.

201415356	30/10/2014	10:12	EGCB : Manchester/Barton	EGNR : Hawarden	EGTT : London (FIR)	EGNR : Hawarden			PAN declared and aircraft diverted due to snapped cable on carburettor heat handle in possible icing conditions.	Aircraft declares a PAN due to a problem with the carburettor heat. The PAN call was acknowledged and the aircraft was advised of his distance from two suitable airports the aircraft elected to divert to one of them, relevant approach advised of the details and aircraft was transferred to them landing safely at around 10:25.□ Supplementary 31/10/14:□ I was on duty as the ADI ATCO when I received a phone call from Liverpool Radar advising me that the aircraft had declared a pan due to carburettor heat problems and wished to divert into this airfield. I requested the aircraft be transferred too this Radar. The aircraft made a visual join and landed safely at 10:28. The aircraft advised that he required no further assistance and the fire crew stood down at 10:29.□ Supplementary 01/11/14:□ I departed VFR heading back to the aircrafts home base. (The atmospheric conditions lent itself to the threat of carburettor icing and so I was meticulous in ensuring a comprehensive FREDA check every 6 minutes. En route, the carburettor heat operating handle came away in my hand during a FREDA check. The cable had snapped approximately 18 from the operating end and it was jammed in the off
201501895	16/02/2015	15:50	EDVK (KSF): Kassel-Calden	EGMC (SEN): Southend	EGTT : London (FIR)	EGMC (SEN): Southend			PAN declared and aircraft diverted due to engine problem.	Whilst working as radar controller on, I was working an overflight at FL 110 routing eastbound. When the A/C was 5nm west the pilot declared a PAN due a problem with the engine and requested immediate descent. I descended the A/C to FL70 initially and asked the pilot his intentions. The pilot declared that he wished to land at the nearest aerodrome. I turned the A/C left on to 045 with the plan of diverting but then instructed the A/C to turn right onto 180 as I felt there would be a quicker option. I called for a co-ordinator who received an acceptance altitude from diversion airport APP. I descended the A/C to 3A and transferred it on a heading to APP.

201501688	09/02/2015	16:20	EGPH (EDI): Edinburgh	EGAD : Newtownards	EGPX : Scottish (FIR)			230	PAN declared due to bleed air leak.	At approx 16:20 the aircraft declared a PAN with a left bleed air leak. The pilot also stated he had 2 POB and that he thought the leak was contained but requested immediate vectors and descent for destination. The Controller gave the aircraft a vector and initial descent to FL190. The Controller asked <input type="checkbox"/> support to call for a planner and to get the weather. The Planner coordinated a heading of 055 and descent to FL130 which was given to the aircraft and the aircraft was told to change squawk. The aircraft was then transferred to the next sector.
201412192	31/08/2014		EGCC (MAN): Manchester/Intl	KLAS (LAS): LAS VEGAS/MC CARRAN INTL, NV.	KZLA : Los Angeles (FIR)palmdale, Ca.				Object observed falling from wing during take-off. PAN declared for possible FOD damage to undercarriage.	After takeoff a passenger told the cabin manager that he had seen something "fall off" the wing. After discussion the cabin manager took a photo on the iPad of the wing where an anomaly could be seen. The Captain undertook a visual inspection and confirmed that there appeared to be a hole in the flap with material protruding upwards. Hydraulics and fuel were monitored, carefully. The damage was monitored for any deterioration. There did not appear to be any fuel, nor hydraulic leak and the damaged area did not get larger. An HF phone patch to Ops was unsuccessful with no response from Stockholm on any frequency over a 15 min period. The Satcom was unserviceable. A phone patch was established through ARINC on VHF to Ops. After consultation with Maintrol it was decided to continue. The pilots agreed that the approach would be in Config 3 with flaps being extended prior to landing gear as a limited handling check and that medium autobrake and idle reverse would be used. A pan was declared for possible FOD damage to the undercarriage. The aircraft was taxied clear of the runway for a visual inspection of the undercarriage area. A hole was seen in the flaps, the wheels were in good condition. Aircraft was taxied back normally. <input type="checkbox"/> Supplementary 30/08/14: <input type="checkbox"/> I was working combined T&P when aircraft checked in on frequency. On first transmission he declared a PAN, advising that he had suspected FOD damage to the A/C's undercarriage/flaps, received whilst departing.
201502698	04/03/2015	04:30	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics requested to meet the aircraft on arrival.

201504386	03/04/2015		EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201504536	10/04/2015	16:21	EGLL (LHR): London/Heathrow	UBBB (GYD): Baku/Bina	UBBA : BAKU (FIR)				PAN declared and aircraft returned following engine nr1 master warning during initial climb. ECAM actions lead to engine shut down.	At approx 3000ft on initial climb MASTER WARNING ENG 1 OIL LO PX. ECAM ACTIONED leading to ENG 1 SHUTDOWN Safe flight path established. PAN declared. ECAM Actioned. Descended from 5000ft to 4000ft (SSA 3000ft) and radar vectors requested to keep us within safe area. Alert Call made and NITS brief given to CSM. CSM instructed to brief CC. Then Capt gave passengers PA that a tech problem required a return. TDODAR. Overweight Landing checklist actioned. All checklists and ECAMS completed. Approach and landing ILS 34. Stopped on runway/shut eng 2/emergency services inspection ok then towed to stand. Pax kept fully updated and reassured both in the air and on the ground. Crew debriefed after passenger disembarkation. Upon inspection Engineer confirmed oil emptied into ENG cowling.
201504008	31/03/2015	21:35	EGKK (LGW): London/Gatwick	En route	Other			350	PAN declared due to passenger medical emergency.	
201505077	17/04/2015	07:45	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	
201505814	03/05/2015	12:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			140	PAN declared due to fumes in the cabin causing cabin crew illness. Crew member was using oxygen after reporting a strange smell in the cabin.	On descent Cabin crew notified flight crew of strange smell in the forward cabin. Captain and first officer left flight deck to check smell but nothing unusual noticed. Approaching the hold at FL 140 purser notified flight crew that she was using portable oxygen. PAN declared. □ Supplementary 03/05/15: □ Aircraft was in the hold and declared a PAN requesting an immediate MLS approach due to fumes in the cabin. The PAN was coordinated with director and the aircraft was turned west and descended as soon as possible before being transferred to the director.
201413070	12/09/2014		EGLL (LHR): London/Heathrow	En route	Other			150	PAN declared due to cabin crew illness/incapacitation.	Crew member removed from safety related duties for the remainder of the flight. Paramedics met the aircraft on arrival.

201500182	07/01/2015	10:00	EGLL (LHR): London/Heathrow	LEMD (MAD): Madrid/Barajas	LECM : Madrid (FIR)					MAYDAY declared due to passenger medical emergency during boarding.	Oxygen administered and CPR carried out. Paramedics attended passenger but he was pronounced dead at 10:44.
201500710	19/01/2015	14:10	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)					PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201414054	05/10/2014	21:00	EGAA (BFS): Belfast/Aldergrove	EGPF (GLA): Glasgow	EGPX : Scottish (FIR)	EGPF (GLA): Glasgow				PAN declared and aircraft diverted due to low fuel minima.	Aircraft were landing on runway necessitating increased spacing on final for backtracking. As a result several aircraft were holding. Phoned to advise that aircraft, who was holding, wished to divert. I accepted the aircraft direct and retrieved the strip from the discarded ones to arrange for new strips to be delivered. Aircraft called on frequency, was given DC, routed direct and advised that runway was in use and what level to plan. Aircraft declared PAN for fuel minima. I coordinated for the most direct route and asked aircraft to squawk 7700. Airport subsequently advised the surface and 3000ft winds and offered runway, which aircraft accepted. Aircraft was transferred to radar.
201300739	27/01/2013	12:45	EGLL (LHR): London/Heathrow	OEJN (JED): Jeddah/King Abdul Aziz Intl	OEJD : Jeddah (FIR)					'TE Shutdown' status message when gear selected up. 'TE Flap Disagree' EICAS message. QRH actioned. PAN declared with ATC during descent in order to reduce speed early.	A 'Flaps/Slat Elec' status message appeared and flap remained at flap 5. Climb stopped at 10,000ft and QRH actioned. Flaps retracted using alternate system. Decision made to continue to destination with PAN declared with ATC in order to reduce speed early and extend flaps using alternate system as per QRH. Investigation under 201300441.
201500413	10/01/2015		EGLL (LHR): London/Heathrow	En route	Other					PAN declared due to passenger medical emergency.	
201500322	10/01/2015	18:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			120		PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201501912	16/02/2015	06:30	EGLL (LHR): London/Heathrow	BIG	EGTT : London (FIR)			100	PAN declared due to passenger medical emergency. Expeditious approach made.	
201501748	12/02/2015	14:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger (child) medical emergency. Paramedics did not meet the aircraft despite requests.	
201502460	27/02/2015	12:20	EGKK (LGW): London/Gatwick	En route	Other			340	PAN declared due to passenger medical emergency.	
201503110	12/03/2015	15:15	EGLL (LHR): London/Heathrow	En route	Other			150	PAN declared due to passenger medical emergency.	During the descent, the purser informed flight crew that a passenger had been taken unwell. Symptoms were mostly signs of hyperventilation though the passenger had a history of asthma and had consumed sleeping tablets. The passenger appeared to be hyperventilating to the point where they would pass out. After a suitable discussion, a Pan call was declared and ATC organised an expeditious approach. After parking on stand, no paramedics were available to meet the aircraft. The passenger in question and her mother stayed on board for 40 minutes before paramedic assistance turned up.
201503420	19/03/2015		EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	
201503487	20/03/2015	22:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Direct approach given. Paramedics met the aircraft on arrival.

201503697	24/03/2015	17:35	EGLL (LHR): London/Heathrow	EIDW (DUB): Dublin	EISN : Shannon (FIR)				Landing gear door not closed and various ECAM messages. PAN declared.	On subsequent departure & climb out off RW28 ECAM: L/G doors not closed with associated aerodynamic noise & vibrations. Further ECAMs were: Anti-ice Cpt Pitot, L/G Not Uplocked & Eng 1 Rev Fault. FNC, Sid followed, climbed to safe alt of 4000', speed selected to & a/c configured to s-speed. ECAM actioned. The recycling of the L/G successfully raised the gear & closed the gear doors. Eventually all above ECAMs cleared also. Flight deemed safe to carry on to destination. In flight, CFDS pages "current leg/ecam" reports interrogated & TDODAR run. Essentially a proximity sensor associated with one of the LGCIUs was suspected at fault. Alert call/NITS to cabin crew & PAN ATC call made. Crew planned a precautionary PAN call to request an early gear selection at 10 miles early configuring & approach speed selection. Ops & engineering ACARs messages sent. Pax PA made. On finals successful gear drop with L/G doors closed. Reappearance of the ("pre-NUTA'd") Eng 1 rev fault & Cpt Pitot ECAMs. ECAM actions performed & uneventful landing made, RW27L. On taxi-in, crew awareness ECAM : L/G Sys Disagree displayed. T/L entry, a/c AOG. V good support from FO Cam throughout. □ Supplementary 24/03/15: □ Aircraft was on its way when the pilot called a PAN, roughly 15 miles from joining the hold. He reported a gear issue and wanted an immediate approach. This
201504090	02/04/2015	07:05	EGHA : Compton abbas	EGHI (SOU): Southampton	EGTT : London (FIR)	EGHI (SOU): Southampton			PAN declared and aircraft diverted due to power failure.	Aircraft reports a power failure and intends to divert. Aircraft then declares a PAN, which is acknowledged and coordinated with Tower controller. Aircraft is given VFR entry clearance, however doesn't immediately become visual with Airport and requests IFR arrival and radar vectors. Aircraft is transferred to Radar 128.850MHz, and vectored for the VOR DME approach to runway 02. Aircraft struggles to establish the radial and to maintain altitude, so the clearance is amended to Special VFR due to deteriorating weather. Aircraft reports visual, and lands runway 02 at 0727Z. Remains on 128.850MHz until parked on stand.
201505389	24/04/2015	15:40	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger illness.	Pregnant passenger became unwell during descent. Pan declared. Paramedics met A/c on arrival.

201505574	29/04/2015		EGBG : Leicester	EGBG : Leicester	EGTT : London (FIR)				MAYDAY declared and immediate return to land due to slipping drive belts, vibration and power reduction.	During take-off at 100ft there was a loud squeal and noise from the main rotor, reduced available power and cyclic vibration. It recovered for a short period and then happened again. RPM reduced and a mayday call was made. During descent RPM recovered allowing a power on landing to be made. Normal shutdown carried out. Manufacturer informed.
201302756	17/03/2013	21:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared for expeditious approach due to multiple EICAS smoke detector warnings.	Smoke detector warnings occurred for both lavatories D and then A with no visible signs of smoke or burning apparent. Although the warnings were thought most likely to be spurious, the flight crew agreed it would be prudent to declare a PAN. The EICAS alerts did not clear despite system resets. A/c landed safely with emergency services in attendance, inspections carried out on taxiway.
201403542	25/03/2014	06:10	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger illness.	Passenger put onto oxygen.
201303572	06/04/2013	18:32	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Trailing edge flap disagree on approach.	When flaps selected from 5 to 15 EICAS 'TE FLAP DISAGREE' message appeared and flaps did not move from flap 5 position. Go-around into hold and PAN declared. QRH actioned and flap 20 carried out with fire service in attendance.
201314360	08/11/2013	10:31	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to EICAS 'Smoke Lavatory' message.	No smoke was observed. As a precautionary measure the IFE was switched off. Fire services attended, nothing found.
201305509	06/05/2013	14:45	EGHL (QLA): Lasham	En route	EGTT : London (FIR)				PAN declared due to engine shut down. Aircraft returned.	Aircraft reported engine problem en route and intention to return. Aircraft then reported engine shut down and declared PAN. Aircraft followed by fire services on landing.

201410218	28/07/2014	16:20	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow			PAN declared and aircraft diverted. Diversion airport had been already been NOTAMed for no diversions due to weather and other suitable airfields were available.	ATC reported that the aircraft was returning from across the ocean with blocked toilets intending to land at a stated airport. The pilot was advised that if he wished to land at that airport he would have to declare a PAN, which he did. TC advised. □ Supplementary 28/07/14: □ On the day, this airport experiences a spell of severe thunderstorms during the morning period, causing the operation to be heavily disrupted and impacted. For this reason, a NOTAM was issued stating that the airport would not be available for diversions on that day due to the thunderstorms and then the proceeding recovery from disruption. The NOTAM was valid until 23:59 UTC on that day. AT 16:15 UTC, a request was made from the aircraft in question to divert from its current location due to a blocked toilet. This request was refused due to the NOTAM and because there were numerous other suitable airfields available at the time. AT 17:00, the airport was informed that the aircraft was on approach as the Captain had declare a PAN due to the entire toilet system becoming blocked and there was a risk of this system overflowing and flooding the aircraft. The aircraft landed at 17:05 UTC. While we do not dispute
201410866	10/08/2014	14:10	EGLL (LHR): London/Heathrow	LAM	EGTT : London (FIR)			200	PAN declared due to low fuel state after holding due to thunderstorms in the area.	Delays for airport were in excess of 20 mins due to thunderstorms in the area. Aircraft declared minimum fuel whilst established in the LAM hold and could not accept the remainder of his holding time so declared a PAN. He left the hold at FL140 to commence an approach. □ Supplementary 19/08/14: □ Low fuel state declared. On initial descent we were advised a maximum of 10 to 15 minutes holding. With the delay known, as per Flight Crew Procedures 8.3.7.3.2, we decided to commit to airport as landing was assured and we would have well in excess of Reserve Fuel at landing. We set a bottom line to leave the Lambourne hold with 1900kg. We were then sent to BRASO hold, entering at 1346z and leaving at 1411z (approx). We were then sent to LAM hold and given an additional 15 minutes holding. As this would have meant a possibility of landing with less than Reserve Fuel in tanks, a "MINIMUM FUEL" was declared. We set a further bottom line of turning finals with at least 1500kg before a Mayday would be declared. Aircraft touched down with 1380kg (CIRRUS FLT PLN Reserve 1371kg) and subsequently parked with 1320kg. ATC required the declaration of a PAN as well as a MINIMUM FUEL,

201414131	05/10/2014	20:55	EGAA (BFS): Belfast/Aldergrove	EGAA (BFS): Belfast/Aldergrove	EGPX : Scottish (FIR)	EGPF (GLA): Glasgow		73	Altitude deviation during diversion due to weather.	Fuel divert and level bust. We loaded 6.0 tons of fuel, 800kg over the planned fuel of 5220. A long delay at the holding point at departure airfield resulted in a taxi time of 24 minutes. On arrival they were changing to runway 17 from 25 due to the increasing wind. Due to the airfield design limitations this reduces the landing flow as landing traffic is required to backtrack to vacate. We entered the hold. At this time the crew discussed options for a diversion as the weather was rapidly deteriorating. Weather and runway in use at alternate were acquired. We left the hold and were given 42 track miles to landing. We passed our agreed divert fuel of 2.4t on downwind during these vectors. The crew then discussed the diversion again and acquired the latest weather. The wind was given as 160/20g30+ in heavy rain. We were experiencing moderate turbulence with 'red' weather returns on the radar showing on base and final. As we were being vectored to base leg with 14 track miles to go we decided to divert. The crew were not happy committing to landing on a 1800m runway in heavy rain and strong gusty winds with possible windshear conditions with the fuel onboard. The divert was initiated and a fuel pan declared as landing fuel for
201414956	23/10/2014	07:59	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared due to flight crew illness/incapacitation.	Stomach pains. Non life threatening. PAN call issued. Pilot incapacitation drill completed. Continued to destination.
201415103	26/10/2014	09:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			390	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201415661	07/11/2014	09:25	GCTS (TFS): Tenerife Sur-Reina Sofia	En route	EGTT : London (FIR)			100	PAN declared and aircraft returned due to loss of left hydraulics.	Aircraft was holding having lost his left hydraulics. He stated he wanted to return to airport after a period of holding and, at that point, declared a PAN. □ Supplementary 07/11/14: □ After gear retraction, HYD G SYS LO LVL/PRESSURE - ECAM Aircraft accelerated. Flap retracted. ECAM actioned. ATC advised - PAN declared. □ Aircraft climbed to FL100 - held. QRH. Overwt landing check/distances checked/L/G extension checklist reviewed. NITS Brief to No1. Passengers advised of return to airport. OPS/MAINTROL called on Company frequency. F/D Crew requested long final app to RWY. F/O Flew App, Captain landing. A/C vacated runway, stopped on taxiway, Fire service inspection. A/C taxied onto stand under own power. Passengers transferred to terminal.
201415836	10/11/2014	04:50	EGLL (LHR): London/Heathrow	En route	Other			311	Strong electrical burning smell in flight deck during climb. Aircraft returned.	Strong smell of burning in flight deck only, confirmed by CSD and returning P3. PAN declared, Fuel dump and return. Most likely cause from burnt out compactor situated behind flight deck. Smoke fire fumes checklist actioned. Oxygen masks donned. Actioned all gnd tests for air con systems and □ equipment cooling fans actioned tests passed no impending sts messages of any failures. Equipment bays checked. Noted fwd galley trash compactor cb tripped suspect trash compactor was source of fumes. Cb reset smell started to appear in flight deck, CB tripped smell dissipated. ADD raised for trash compactor replacement. Flight deck o2 masks restowed.
201417763	20/12/2014	20:20	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			350	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201502677	04/03/2015	10:35	EGBT : Turweston	EGTK (OXF): Oxford/Kidlington	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington			PAN declared and aircraft diverted due to unsafe gear indication.	Whilst on duty as the Radar Controller, I was advised by the radar assistant that we had been passed details of an aircraft that wished to divert to oxford due to unsafe landing gear indications. Boscombe zone also stated that the pilot had not yet officially declared an emergency but would do so before landing. The subject aircraft was transferred to radar. Following confirmation of the developing situation and intentions, the pilot requested "some quiet time to brief passengers". In order to facilitate this and to allow the pilot to adequately prepare for a possible gear up landing, as the aircraft approached an area of high traffic density the aircraft was instructed to squawk 7700. D&D were informed and operational control was granted at 1042. Descent was coordinated to allow the pilot to position for a visual gear inspection using the longest runway by ATC and an instructor from the resident flying academy. The aircraft was transferred to the Tower at 1051 and landed safely at 1058 on runway 29. During the incident it was noted that several locally based aircraft used the RTF to question the controller with regard to their own flight profiles Whilst the controller was busy with the emergency traffic, co-ordinating with adjacent units and preparing for the arrival of a possible aircraft
201502718	05/03/2015	10:00	EGKR (KRH): Redhill	En route	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD			PAN declared and aircraft diverted due to nr2 engine chip warning.	#2 engine chip light illuminated. Aircraft configured for OEI flight and #2 engine set to ground idle. Once level flight achieved #2 engine shut down iaw check list items. PAN declared and aircraft rerouted. Diversion ATC contacted with no response. Air to ground contact made with aircraft in diversion circuit and information received that airfield closed. Commander elected to fly aircraft to alternate 2 due to the extended facilities available there. Prior to landing #2 engine re-started normally iaw checklist to facilitate landing. Aircraft landed normally at holding point A7 east of runway 20 threshold. Airfield Fire service in attendance. Aircraft shut down normally and passengers/crew left aircraft with no injuries. Chip detectors checked with advice from engineering base and debris removed from oil reservoir chip detector. Chip (biggest) kept for analysis. Aircraft ground run and hovered with no illumination of light. Aircraft then flown back to base.

201503089	12/03/2015	15:46	LEMD (MAD): Madrid/Barajas	En route	EGTT : London (FIR)			80	PAN declared and aircraft returned due to nr2 engine stall.	Aircraft got airborne and was climbed to FL170. The aircraft then requested to stop at FL100 with a technical problem. The pilot came back and called a PAN due to an engine stall and requested to turn back. I acknowledged the call and turned the a/c back. I asked the pilot if they were happy to hold at FL100 or needed radar vectors for no delay. He replied he was happy to hold. I also checked which engine had stalled and the pilot replied the right engine, no.2. The engine was still running but they were flying on the left, no.1 engine. I passed the details. The a/c was released and then transferred to them. □ Supplementary 13/03/15: □ Eng 2 Stall. Passing FL80 in climb, several loud bangs heard with strong airframe vibrations. Passengers observed sparks from No 2 eng. ECAM No 2 eng stall and EGT out of limits. Thrust lever 2 retarded and vibrations ceased and EGT returned to within limits (though higher than normal). QRH consulted and No 2 eng left running at idle power. Pan declared, NITS and passenger brief given. Return via hold for flap full autoland. □ Supplementary 13/03/15: □ Approx 15 minutes into flight loud bang heard from right engine, a/c started to shudder violently and roll to the right. Pax reported to aft crew visible sparks
201503190	13/03/2015	20:30	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Pax collapsed and struck his head during a seizure. Medical PAN was declared. The pax was met by a duty paramedic and other support staff.
201503729	25/03/2015	20:50	EGLL (LHR): London/Heathrow	En route	Other			360	PAN declared due to passenger medical emergency.	
201504593	12/04/2015	17:40	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Cabin crew reported passenger with severe ear pain. Due to holding and increasing pain reported from passenger, PAN declared and no delay for approach into destination. Paramedics called to assist.
201505076	18/04/2015	11:11	EGPK (PIK): GLASGOW PRESTWICK	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)				Aircraft declared PAN and returned due to rough running engine.	Radar advise that aircraft has declared a pan and reported a rough running engine wishing to return to the airfield for landing. A local standby was initially declared. Pilot informed ATC that the engine performance had slightly improved after switching the fuel pump on, but still required to return to the airfield. The aircraft landed safely. The local standby was stood down.

201408320	23/06/2014		MMUN (CUN): Cancun intl	En route				0	PAN declared due to passenger medical emergency. On board doctor assisted. Fuel jettisoned and aircraft returned.	
201414205	30/09/2014		Unknown	EGSU : Duxford	EGTT : London (FIR)	EGSU : Duxford			PAN declared due to generator failure.	Aircraft called a PAN following a generator failure. Comms were initially difficult due to a stuck mic, but the pilot was instructed to squawk emergency. He advised that his intentions were to make an approach. Shortly thereafter, he reported visual and the D&D controller advised him to continue. The controller then called airfield to advise them of his intentions. The aircraft landed safely.
201410197	28/07/2014	02:50	EGLL (LHR): London/Heathrow	En route	OIIX : Teheran (FIR)			340	PAN declared due to passenger medical emergency. Medlink contacted. Medical assistance on arrival requested.	
201300724	27/01/2013	07:30	LOWW (VIE): Wien/Schwechat	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared and a/c returned due to landing gear failed to retract.	Engineering discovered the nose landing gear upper harness 2M badly corroded at the connector 25GA-A to proximity sensor 25GA. The a/c manufacturer will soon be releasing a SIL which will detail preventative maintenance action on the 24/25GA system. It was also noted that the sensor was fitted since the a/c was delivered in Nov 2008.
201417925	24/12/2014	04:25	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			210	PAN declared due passenger medical emergency.	Oxygen administered.

201417608	16/12/2014	07:46	EGBB (BHX): Birmingham	EGBB (BHX): Birmingham	EGTT : London (FIR)					<p>PAN declared due to stabiliser problem. Communications with cabin staff was hindered by inadequate equipment.</p> <p>I was OJTI for a trainee with 200+hours At @ 0746 aircraft declared a PAN due to a stabilizer problem and unsure of a/c handling. Pilot then elected to continue the approach but remained at 6000ft. Air informed of the PAN. The pilot said that it would be a faster than normal approach and he required the emergency vehicles on standby so the a/c was vectored for a normal approach and landing. □ Supplementary 18/12/14: □ The aircraft was in the descent with the F/O as PF. On descending through FL250 the crew received an EICAS message: Stabiliser R2. The ECL was completed without further incident. The crew discussed the implication of the Drill Note and it was decided that the F/O would remain in control unless evidence required the Captain to take control. The approach was continued however whilst on the ILS intercept heading at approximately 18 miles (long radar vectors due to being number 4 in traffic) the crew received a master warning STABILISER. Memory items were completed without incident. The F/O elected to disengage the autopilot and fly the aircraft manually. A PAN call was transmitted to ATC and Fire Cover was requested. Due to the proximity of</p>
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201500310	10/01/2015	15:28	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to fumes in flight deck and cabin.	At 5 miles inbound to 27R aircraft declared a PAN with fumes in the cockpit. Another aircraft was sent around to clear the runway ahead. Aircraft was repositioned onto 27L. The crash line was used to put on the Full Emergency for a quicker response. Aircraft landed and vacated 27R then parked on stand 521. □ Supplementary 10/1/15: □ Base leg to land 27R approx 4000 feet. Both the Captain and Co-pilot became aware of fumes in the flight deck that became increasingly more obvious. There was no visible smoke. The fumes could be described as smelling of plasticine, old books or smelly socks. On passing approximately 3000 feet the fumes became increasingly strong. The initial part of the QRH Smoke/Fumes/Avionics Smoke checklist was actioned. Once cockpit and cabin crew comms were established the cabin crew confirmed they could also smell fumes in the cabin but there was no perceptible smoke. By this point the Captain was also suffering from a headache. Both flight crew then donned oxygen masks and a Pan Pan was declared with ATC. The aircraft landed normally and vacated the runway stopping on the taxiway. The airport fire service were contacted by radio. By this point one flight crew member removed their oxygen and reported to the fire service that the fumes had reduced and the intention was to proceed to stand. NITS brief then conducted. On reaching the stand the
201502634	03/03/2015	20:25	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	The flight crew had requested for Paramedics to meet the aircraft upon arrival but it took at least 7mins for paramedics to arrive.
201503218	14/03/2015	18:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Passenger fainted at start of cruise. Cabin Crew assisted by lying her down giving her oxygen water and biscuit to raise blood sugar. She got colour back and felt □ better for a while. Later felt faint and companion was kept for medical assistance so Pan call made. Paramedic attended her on arrival.
201503268	08/03/2015		EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics requested to meet the aircraft on arrival.
201503609	20/03/2015		EGCC (MAN): Manchester/Intl	En route	Other				PAN declared and aircraft diverted due to passenger medical emergency.	

201503699	25/03/2015	11:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201504060	31/03/2015	07:52	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/Intl	EGTT : London (FIR)				PAN declared due to low fuel.	After asking many questions about the weather at the aircraft's destination airport to both another area controller and the reporting controller, the aircraft was instructed to take up the hold. The Pilot then said he was unable to hold due to minimum fuel. He was asked if he was declaring an emergency, to which he replied "no", but reiterated they were on minimum fuel. The Pilot was then informed that unless he declared an emergency he would have to hold and the Controllers' would find out the exact delay for him. At this point the Pilot declared an emergency and was given a heading and transferred to Approach radar shortly after.
201504530	09/04/2015	17:16	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/Intl	EGTT : London (FIR)				MAYDAY declared due to passenger illness.	Death on Board. A MAYDAY was declared and an expeditious approach was flown, followed by a fast taxi to stand. Paramedics were ready to board as we taxied onto stand. We conducted a debrief in the crew room, with a manager in attendance, where it became apparent that communications with the flight deck had been hampered by low volume on the interphone. The engineers were informed of the defect.
201504568	11/04/2015	11:18	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			350	PAN declared due to passenger medical emergency.	Passenger taken sick approx 3 hours before arrival. Medlink consulted, flight continued after onboard medical sought. Pan declared, ATC gave aircraft straight in approach.

201504936	17/04/2015	14:45	EGLL (LHR): London/Heathrow	EDDM (MUC): Munchen	EDMM : Munchen (FIR)				PAN declared and aircraft returned due to fumes in the flight deck and cabin.	After take-off once packs were switched on, both flight crew noticed a strong smell in the flight deck. Initial actions of smoke/fumes checklist carried out and oxygen masks donned. PAN declared. On initial contact with cabin crew, no fumes observed in the front cabin. Diversion actioned as fumes still perceptible on the flight deck after initial actions. Smoke/fumes checklist completed, TDODAR completed, alert call, NITS brief, passenger PA made to explain the fault and the diversion. After PA, Capt. contacted to rear cabin who reported a smell which was not getting worse or better around door 2R. Crew advised if required to don smoke hoods and contact the flight crew if the smell became stronger. Cabin secured followed by an uneventful landing. Flight crew taxied clear of the runway. Stopped on the taxiway and made the 'passengers and crew remain seated and await further instruction' call. Purser contacted to assess passengers reaction and PA made. Aircraft returned to stand. In the debrief, the crew at door 2R reported the smell was strong initially and became light and intermittent. We believe this coincided with the actions of the smoke/fumes checklist.
201505065	18/04/2015	14:00	EGBJ (GLO): Gloucestershire	EGBJ (GLO): Gloucesters hire	EGTT : London (FIR)				PAN declared due to alternator failure.	London FIR telephoned with details aircraft with potential alternator failure and/or non radio joiner ETA 1400. On frequency aircraft declared a PAN 10 miles south east, partial alternator failure. Full emergency declared and aircraft was given a right base join runway 04. Aircraft lands safely with emergency services in attendance.
201505235	21/04/2015	08:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Passenger ill during flight. PAN Declared.

201505758	02/05/2015	07:05	EGJJ (JER): Jersey, Channel Is.	EGBB (BHX): Birmingham	EGTT : London (FIR)			0	Loss of separation between two DHC8 aircraft. STCA activated.	Shortly after starting the session I observed B737 on an easterly heading about to penetrate my airspace. Very soon after B737 switched to SSR 7700. At this stage I had no idea of the a/c's intentions nor the nature of the problem. The B737 started a left turn, my planner advised me that the plan was to remain clear of my airspace, descend, and then divert. At this stage I was not aware of the exact nature of the PAN/MAYDAY. Due to the strong winds I felt it was unlikely that it was going to remain clear of my airspace. □ had 2 a/c that were potentially in immediate conflict: DHC8(1) and DHC8(2). I turned DHC8(2) on to heading 125, this produced a red interaction against DHC8(1), but I felt there was a higher risk of losing separation with B737. My workload was now quite high, not so much on the R/T, but more with receiving verbal updates from my planner. As such I did not appreciate that the rate of convergence of the 2 DHC8 a/c was much higher than anticipated. Separation was eroded. I turned the 2 a/c away from each other and, once 5 miles was regained transferred them to their onward agencies. The AB737 completed its left hand orbit, descended below my airspace and subsequently diverted. □ Supplementary 12/05/15: □ Deventry was operating in a north/south split
201417872	23/12/2014	10:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201407817	16/06/2014	13:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			380	PAN declared due to passenger medical emergency.	PAN upgraded to a MAYDAY when no pulse could be detected. Paramedics met the aircraft on arrival.
201408776	02/07/2014	11:13	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency. Paramedics were requested to meet the aircraft but no assistance was present on arrival.	PAN declared with London.

201408556	25/06/2014	13:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency. Expeditious approach flown. Paramedics were requested and attended aircraft on stand.	
201405498	03/05/2014	12:45	EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Approx 30 mins before landing, was informed by CM of passenger with history of heart and stroke conditions feeling unwell, passenger put on oxygen & monitored, CM advised that his condition was deteriorating. Medical emergency declared with ATC. Expeditious vectors given, met by paramedics on arrival. Passenger escorted by paramedics. Despite calling ahead for steps to be available at the rear 20 mins before landing it took another call & 10 minutes for steps to arrive after we had chocked. The high lift which was required to remove the passenger did not arrive until 35mins after chocks on. In this case it turned out that the passenger did not need to be removed immediately but these delays are obviously unacceptable for a medical emergency and are putting lives at risk.

201409817	18/07/2014	01:00	EBBR (BRU): Bruxelles/National	EGNX (EMA): NOTTINGH AM EAST MIDLANDS	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		250	PAN declared and aircraft diverted due to de-icing, flaps system failure and transient torque fluctuation.	<p>After selecting de-ice services, empennage de-ice boots failed to inflate. Aircraft descended to FL150 (positive air temperature). After 5 minutes in cruise autopilot disengaged due to moderate turbulence followed by a transient torque reduction on the #2 engine for approximately 5 seconds before recovering to cruise torque - thunderstorms in the vicinity. NH/NL remained high. Fuel flow not observed due to cockpit workload. Flaps checked for operation as per SOP. Flaps lowered to 20 degrees but could not be subsequently raised - Flap motor failed to run. Aircraft diverted and PAN call made followed by uneventful landing. □</p> <p>CAA Closure: □</p> <p>Root cause was determined to be ice ingestion, resulting in a transient torque reduction combined with intermittent but unrelated defects in the tail de-icing and flap systems. The three defects identified within the report are not considered to be related from a technical standpoint because the control systems do not interrelate during normal operation. The tail plane de-ice system troubleshooting resulted in an airframe de-ice timer being replaced, however the timer was subsequently found to be fully functional by the</p>
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201408532	28/06/2014	16:22	KMIA (MIA) [MIA]Miami,Fl/Mia mi Intl	En route	Other			340	MAYDAY declared due to smoke and fumes. Aircraft returned.	Aircraft was at FL340 when the crew reported smoke in the cabin and decided to turn around and divert. The aircraft descended to FL280 for the flight back. The crew also reported smoke and fumes in the cockpit and decided to divert to alternate instead, however, the crew decided to return, where the aircraft landed safely, about two hours after turning around.□ Supplementary 28/6/14:□ At 1619 aircraft called via Ballygirreen: MAYDAY MAYDAY smoke and fumes turning off track 111miles to 30W. At 1620 message via Ballygirreen aircraft advised he will be diverting. In process of turning off track and descending. At 1621 message passed on phone by colleague to Ballygirreen to get the direction of turn, his level and his intentions and where they wish to divert. I input a descent profile in SAATS to FL280. There was traffic below at FL330 and FL320. At 1620 message via Ballygirreen EST 54N030W 1632 smoke in cabin offset 15mls to desc and return bk. ADS report at 1621 indicated the flight was descending passing FL321 and offset from the track. A message was sent to the flight to maintain FL280 on reaching. Route direct diversion. Speed at your discretion. Advise ETA when able. ADS report at 1622 indicated flight was descending passing FL308. The traffic situation was assessed in order to give essential traffic information, but before that could be done the flight had already reported at FL280. At 1623 message via Ballygirreen E280 Right of Track
201417051	06/12/2014	14:09	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201414455	10/10/2014	20:15	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201413310	22/09/2014	08:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			330	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201502642	02/03/2015	14:15	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN upgraded to MAYDAY due to passenger medical emergency.	Aircraft landed and declared a medical PAN due to an elderly passenger collapsed. They had managed to revive her once already. Then upgraded to a medical MAYDAY as the passenger was slipping in and out of consciousness. STAR and AFS informed.

201415619	06/11/2014	07:40	EGCC (MAN): Manchester/Intl	En route	EGTT : London (FIR)	EGHI (SOU): Southampton		170	PAN declared and aircraft diverted due to engine Nr2 "Propeller Brake" Master Warning activation.	Aircraft declared a PAN with engine problems. The a/c decided to divert and then changed his mind and went to another airport. The a/c stated he was going to shut down and then re-start an engine. This did not rectify the problem and the engine was subsequently shut down. During these events the sector was split and the emergency aircraft remained with the initiating controllers. The a/c landed safely. □ Supplementary 06/11/14: In the cruise inbound at FL170 when "Prop Brk" Master Warning activated. QRH consulted with In Flight actions being to continue normal operation and monitor Engine 2 parameters. Diversion back requested for maintenance input. As aircraft commenced turn back, aggressive fluctuations but short in duration commenced on Engine No.2 parameters with associated yaw and noise. The fluctuations were always associated with the "Prop Brk" Master Warning which was cycling on and off. PAN declared and immediate descent requested in order to reduce power settings and diversion requested. With QRH not providing any further guidance, crew agreed that as the problem appeared to be being caused by the Prop Brake an attempt should be made to de-energise the Prop Brake prior to the option of shutting
201415956	13/11/2014	09:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	
201417793	21/12/2014		EGCC (MAN): Manchester/Intl	En route	Other	EGKK (LGW): London/Gatwick			PAN declared and aircraft diverted due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201416291	20/11/2014	17:34	EGPK (PIK): GLASGOW PRESTWICK	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)				PAN declared with lateral airframe vibrations.	Whilst out on a local training sortie declared a PAN with unknown lateral vibrations on the airframe. PAN call was acknowledged and all runways offered to the Capt. Local Standby Air declared. Aircraft opted to route down the coast and carry out an approach to RWY12. Aircraft landed safely and ground taxied to navy dispersal with AFS OIC following at a safe distance. Local standby stood down.

201403530	24/03/2014	18:18	EGPJ : Fife/Glenrothes	Lockerbie	EGPX : Scottish (FIR)	EGNC (CAX): Carlisle			PAN declared due to sudden loss of power. Aircraft diverted.	<p>Aircraft called Scottish Information in vicinity of DCS at 1805z requesting a Basic Service. Aircraft at level 4500 feet routing Lockerbie, Lanark for Fife with 2 POB. Confirmed Basic Service and gave squawk of 7401. Aircraft called next at 1818z position, east > Lockerbie, declaring a Pan (as a result of a sudden drop in power) and stated intention was to divert into Carlisle Airport. Pilot informed me that aircraft had regained power but he would divert to Carlisle anyway. I contacted D&D who requested that I maintain "operational control", I also informed Carlisle that aircraft inbound as a result of Pan and passed details. Carlisle gave me a squawk of 4677 for aircraft, which I passed on to pilot. I also informed Watch Supervisor as to incident. I contacted aircraft again at 1828 (17 miles to run to EGNC) and at 1835 (aircraft 8 miles to run to EGNC) at this time, pilot requested change to Carlisle Frequency of 123.6. I informed Fife airfield that aircraft was diverting into Carlisle. Carlisle informed me that aircraft landed safely at 1843z. □</p> <p>I informed D&D and Operational Supervisor. □</p> <p>Supplementary 24.03.14: □</p> <p>Aircraft lands 18:42. Fuel was observed to be leaking from a fractured fuel pipe. At a rate of 3 litres per minute, according to an engineer. □</p> <p>Supplementary 29.03.14: □</p> <p>AIRCRAFT WAS FUELLED TO FULL TANKS AT FIFE AIRFIELD AND CONFIRMED VISUALLY. FLIGHT TIME WAS 2 HOURS 13 MINS. FUEL WAS LEANED IN THE CRUISE AS PER PILOTS</p>
201503454	17/03/2015	01:05	EGOV : Valley	EGCH : Holyhead (Heliport)	EGTT : London (FIR)	EGCH : Holyhead (Heliport)			Transmission chip caption illuminated during flight.	<p>During a deck winching instructional sortie, the transmission chip caption illuminated with the associated master caution warning, whilst in the hover alongside the boat. The aircraft was moved into forward flight and FRC actions completed whilst aircraft was turned towards land and PAN declared. With land equidistant the decision was made to opt for the site abeam the coastguard where the aircraft landed without incident. Throughout the recovery the temperatures and pressures of the gearbox remained normal. Engineering assistance was sought. Full flow debris monitor removed. Flakes found and collected for inspection. Assessed as 'negligible'. Flow monitor cleaned and refitted. Main gearbox drain and refill carried out. SOAP samples and debris forwarded for analysis. SOAP sampling reduced to daily check, awaiting analysis results.</p>

201503489	20/03/2015	05:20	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Expeditious approach given. Paramedics met the aircraft on arrival.
201505240	21/04/2015	10:50	EGSS (STN): London/Stansted	EGSS (STN): London/Stansted	EGTT : London (FIR)			190	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	On descent, passenger suspected of having a stroke. Pan declared.
201309853	06/08/2013		EGNT (NCL): Newcastle	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)				TE Flap' disagree EICAS on approach. Landing with flap between 15 and 20.	PAN declared due to low fuel.
201303401	02/04/2013	21:20	EGKK (LGW): London/Gatwick	En-route	Other			340	PAN declared. Hydraulic low pressure warning.	After take-off hydraulic pump fault ECAM observed with grinding noise reported from the rear of the cabin. During the descent, green hydraulic low pressure/level warning occurred and ECAM actions performed. Gravity gear extension carried out and a normal landing performed. Fire crew confirmed the presence of a hydraulic leak.
201400021	02/01/2014	07:40	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared and descent made due low fuel temperature.	Eicas 'Fuel Temp Low.' Speed increased and request made to descend in accordance with QRH. Lower levels were unavailable. Fuel temperature decreased to -38C. PAN call made and descent initiated to FL330 with 15 mile offset. Warmer air resulted in restoration of fuel temperature to □ acceptable level. Onward clearance received at this lower level.
201404116	05/04/2014	14:15	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			140	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201408636	29/06/2014	01:57	EGKK (LGW): London/Gatwick	En route				110	PAN declared due to passenger medical emergency. Medication administered. On board doctor assisted. Expeditious approach flown. Paramedics met aircraft on arrival. Ambulance attended.	
201305358	13/05/2013	15:41	EGLF (FAB): Farnborough civil	EGLF (FAB): Farnborough civil	EGTT : London (FIR)				PAN declared after two missed approaches due to landing gear failing to extend. Pilot manually released the gear and landed safely.	
201407286	05/06/2014	01:00	EGLL (LHR): London/Heathrow	En route	LTBB : Istanbul (FIR)			380	PAN declared due to passenger medical emergency. Injury suffered en route.	Female passenger, approx 55 yr old, fell and hit head. Sick three times. Medlink contacted. Advised to monitor passenger. Paramedic on board helped with advice. Medlink arranged medical attention on arrival. PAN call and emergency declared on first contact with UK ATC.
201407363	07/06/2014	23:00	EGLL (LHR): London/Heathrow	Athens	LGGG : Athens (FIR)			0	PAN declared due to passenger medical emergency. On board doctor assisted. Medication administered. Ambulance met aircraft on arrival.	

201413129	17/09/2014	14:20	EGNT (NCL): Newcastle	EGAA (BFS): Belfast/Alder grove	EGPX : Scottish (FIR)				MAYDAY declared and aircraft returned due to engine malfunction.	Aircraft departed on a flight planned route at 1411 climbing to 5A. The aircraft was cleared to FL70 on contact with APR but when the aircraft was approximately 14nm east the pilot requested to maintain 5A for a short time in order to cool the engine. This was approved. When the aircraft was 18nm east of airport the pilot reported an engine malfunction and requested to return. He was instructed to turn left or right on to heading 245 for vectors. The pilot then declared a MAYDAY with an engine malfunction. This was acknowledged and the pilot was offered an ILS approach to RWY25 as the quickest route back. The pilot accepted this routeing and was given vectors to intercept the ILS. The pilot subsequently reported that the left engine had been shut down due to a possible fuel leak and there were 3 POB. PC and ADC were informed of the MAYDAY and ADC initiated a full emergency. An SRA which was in progress to RWY07 with FIN was broken off and FIN took responsibility for EGAC outbounds and inbounds. Aircraft established on the ILS and made a successful landing on RWY25. The aircraft was transferred to ADC after vacating the runway at taxiway B. □ Supplementary 17/9/14: □ During climb left oil temp rose rapidly to just below red line. On passing 4000 feet requested level at 5000
201418073	30/12/2014	12:33	EGNR : Hawarden	En route	EGTT : London (FIR)				MAYDAY declared due to rough running engine.	I received an initial call from the pilot of aircraft, he had engine problems and he was going to attempt a landing. I asked if the pilot wished to declare a MAYDAY, and the reply was yes, I imposed radio silence and requested the pilot squawk 7700 and requested his POB, to which he replied 2. D and D were informed, and then when my colleague to assist. We were informed of the surface wind at aerodrome and that the SAR were monitoring their frequency, both of which I passed to the pilot. The pilot informed me that he was attempting a landing at an unmanned airfield, and confirmed this. D and D were informed of this. We were given confirmation that the aircraft had landed safely by D and D and by squadron.
201416972	06/12/2014	13:30	EGKK (LGW): London/Gatwick	En route	Other			380	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201410259	29/07/2014	10:55	Other	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared due to severe vibration. Aircraft returned.	Aircraft on departure made contact with INT and after initial check in made a request for an immediate descent. Descent was authorised to not below 1000', before the aircraft made a request for an immediate return. Aircraft was cleared to join downwind right runway 34. Coordination was effected with ADC, during which I requested Runway23 and landing clearance, to further reinforce this the strip was changed and the LCI used. Aircraft was instructed to select A7700 and given the option of Runway23, the commander accepted this and executed a landing on Runway 23. Once on the ground the aircraft was instructed to contact 118.1. □ Supplementary 29/7/14: □ After departure on climb out both crew noticed a sudden increase in aircraft vibration through the main rotor after increasing power to improve rate of climb, which briefly appeared to subside and then returned and remained with varying intensity until on the ground. ATC informed immediately on decision to RTB and ATC given a pan call after and Transponder 7700 activated as requested. Captain had taken control and crew assessed level of vibration and unable to rule out any further deterioration. ATC prioritised circuit back to land. On return to airfield
201416535	24/11/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201413390	24/09/2014	16:15	EGKR (KRH): Redhill	EGKH : Lashenden/Headcorn	EGTT : London (FIR)	EGKH : Lashenden/Headcorn			PAN declared due to rough running engine. Aircraft diverted.	I was the band boxed LARS North & East controller when aircraft called PAN PAN PAN. Rough running engine looking to divert into a field. The pilot then cancelled the Pan. Reporting the engine was fine. I gave him advice that alternate was 10nm NW of his position and if he wanted to make a precautionary landing it was the closest aerodrome. He elected to follow this asking for a QDM for alternate. He then had several confusing calls about leaving the frequency but eventually left and spoke to alternate aerodrome 122.0. Were advised he was inbound and a/c landed safely.
201500209	08/01/2015	05:51	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			90	PAN declared due to low fuel temperature.	At 0551 aircraft declared an issue with 'cold fuel' and requested a priority approach. I subsequently asked if he was declaring an emergency, which he confirmed. Co-ordination was effected with Tower and a priority approach was carried out.

201410851	09/08/2014	04:00	EGLL (LHR): London/Heathrow	En route				360	PAN declared due to passenger medical emergency. On board doctor assisted. Paramedics met aircraft on arrival.	
201308799	18/07/2013	11:20	EGDG (NQY): St. Mawgan	EGDG (NQY): St. Mawgan	EGTT : London (FIR)				Nr1 engine chip light illuminated and spurious engine fire warning.	Aircraft on airtest to check nr1 engine following module change and to check rotor track and balance. Passing 300ft at 80kts nr1 engine chip light illuminated. PAN declared and engine shut down and aircraft returned. During taxi nr1 engine fire warning illuminated. Engineer disembarked to check that there were no other signs of fire.
201412594	07/09/2014	18:20	EGLC (LCY): London city	En route	Other			380	Stick shaker activation due to severe turbulence.	In the cruise FL380 approaching point Okabi, aircraft encountered severe turbulence and had a possible lightning strike. The stick shaker activated which then disconnected the autopilot; the recovery was flown manually, with autothrottle engaged a "PAN" call was made and a descent commenced to FL300 in an attempt to fly clear of any weather. During this time there was start interference on the radio. Both pilots had weather selected with gain at high levels and lightning detection on. No weather returns were observed in our route at the time of the upset. The belt signs were on, and the aircraft speed was Mach 076. Configuration: Speedbrake: IN. A "PAN" call was made, and a descent flown. During the upset, the stick-shaker had disengaged the autopilot and a roll and pitch-down attitude had established itself. This was corrected and autopilot re-engaged; once stable, a gull systems check was conducted,- all systems normal. A call was made to the cabin where all was reported as O.K. a P.A was then made to passengers. Flight continued was downgraded from "PAN" status. Both captain & F.O. has weather radar turned on with gain at 65-100 (varying) and varying tilt -3° to +1°, range carrying from 25Nm to 100NM with LX on in an attempt to see any weather. Captain also

201415236	28/10/2014	17:35	LFML (MRS): Marseille Provence	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					PAN declared and aircraft returned due to burning smell in flight deck and cabin.	Electrical burning smell in cockpit - a/c returned. □ Supplementary 28/10/14: □ Shortly after take-off we had a strong burning smell in the flight deck. No fumes. Shortly after call from cabin informing us that they could smell it in the cabin too. Pax using call bells too. QRH initial items done, which did not help. Aircraft had a long history of PACK 1 problems, so we turned the pack off according to the QRH drill. Smell seemed to be getting slightly better. However we couldn't say for sure if that was due to the pack being turned off or we getting used to the smell. TDODAR completed. Decision made to divert back and PAN call made. NITS briefing to crew, pa made to passengers. Constantly during descent, we checked with each other that we were feeling ok, no dizziness, no nausea etc, and the decision was made not to go onto oxygen. Uneventful landing. □ CAA Closure: □ During investigations, a review of the Tech Log showed that the aircraft had a long history of air conditioning pack 1 faults, with frequent 'Air Pack1 Regul Fault' messages for the two weeks preceding this incident. During the day preceding this event, troubleshooting was carried out on the air conditioning system on the aircraft and the air cycle machine
201411605	20/08/2014	08:16	EGAE (LDY): Londonderry/Eglinton	MAPLE	EGPX : Scottish (FIR)					PAN declared due to landing gear problem on departure. Aircraft returned and landed safely.	I was the radar controller on duty. Aircraft departed on a WHI4D SID at 0816 and checked in on my frequency. Shortly after giving further climb instruction to FL80, the flight crew advised that they would like to remain at 6000ft and enter a convenient hold as they had a problem. As the crew were busy investigating the issue I commenced vectors to the hold at MAPLE. As there were a few outbound departures pending I thought it prudent to hand the traffic to Radar 2 on a quieter frequency. Aircraft held at MAPLE at 6000ft for about 15minutes while a problem with the landing gear was dealt with. The crew declared a PAN but also stated that they would be able to land normally. No other aircraft were affected. A Local Standby was initiated by the Tower controller and the aircraft landed safely at 0850.
201302287	04/03/2013	17:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					PAN declared due to flap problems (stuck) and subsequent foreseen high speed approach.	Fire services requested to meet a/c on arrival to check for hot brakes. A/c landed safely.

201316215	14/12/2013		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201405440	02/05/2014	09:30	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared due to passenger medical emergency.	
201501228	30/01/2015	06:00	EGLL (LHR): London/Heathrow	En route	Other			390	PAN declared due to passenger medical emergency.	
201312140	23/09/2013	16:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to hydraulic problem on approach.	At 10000ft on approach ECAM 'HYD Green SYS LO LVL' activated. Checklists actioned, PAN declared. Aircraft landed and towed from runway with fire service in attendance. While aircraft waiting for a tug ATC reported that a Police vehicle entered and vacated R/W09L without permission.
201313238	15/10/2013	10:53	EGBS : Shobdon	EGBJ (GLO): Gloucestershire	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire			PAN declared due to bad weather, student pilot lost and struggling to remain VMC.	Position fix and steers given. Aircraft landed safely.
201404120	06/04/2014	13:35	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			180	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201408235	20/06/2014	16:55	EGSM : Beccles	Damyns Hall	EGTT : London (FIR)				PAN declared due to partial loss of power on initial climb. Aircraft returned.	On initial climb out there was a slight bang followed by rough running of the engine and loss of power down to 2050 rpm from full throttle. I placed a pan call and returned to the airfield where the aircraft landed without further incident. Upon investigation the engine was found to be very hot and had lost most of the oil. I added a quart of oil to the sump and turned over the propeller by hand it seemed that there was less compression on one side of the engine than the other. POB was 1 adult and 2 children. Fuel was full. Oil was 5 quarts when checked that morning. Less than 2 remained when checked after landing.
201300450	18/01/2013	18:18	CYYZ (YYZ): Toronto/Lester B. Pearson Intl,Ont.	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				In climb at 6000ft a/c declared PAN due to loss of FMS, autopilot and flight director. A/c returned for overweight landing.	

201414186	04/10/2014	17:40	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			250	PAN declared due to passenger distress. Paramedics met the aircraft on arrival.	
201414071	04/10/2014	12:00	EGCC (MAN): Manchester/Intl	En route	LECM : Madrid (FIR)				PAN declared due to passenger medical emergency.	Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201417421	13/12/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201502454	28/02/2015	05:35	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201500657	18/01/2015	10:13	LFMD (CEQ): Cannes Mandelieu	EGLD : Denham	EGTT : London (FIR)				Aircraft returned and PAN declared due to engine problem.	I was alerted by the WOR P to attend. Aircraft had declared a PAN due potential engine problem and wished to return to base. The T was accommodating this request and the P was coordinating with TC. I telephoned GS airports to appraise him of the facts and then rang again to clarify that the engine problem was only a 'potential' engine problem. The aircraft was transferred to TC. □ Supplementary 18/1/15: □ Aircraft was given climb to FL190 south of MID. A/C seemed to be struggling to reach that level and I asked if they would prefer a lower FL for cruise. Pilot replied negative. A few minutes later pilot reported a PAN with potential engine problem and requested a return to base. I confirmed his base then gave him a right turn onto a northerly heading and the A/C was coordinated with TC. A/C transferred to TC with no further actions required.

201417860	21/12/2014	12:15	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared due to momentary speed exceedance during turbulence.	IPAD-A/C encountered severe turbulence with overspeeds & V/S in excess of 1000ft/min. In cruise with strong wind (270/175) and light turbulence very sudden onset of overspeed followed by severe turbulence, one altitude alert warning and V/S in excess of 1000ft/min. GEOG. POSITION / CO-ORDS FIR: Approx 56N20W, Shanwick Oceanic. Speedbrake deployed to counter overspeeds (at least 5). Speed reduced to turbulence speed M.82. Unable to maintain control of speed at FL 370 so PAN declared on frequency and HF plus CPDLC used to request descent. ATC unable to approve descent sufficiently expeditiously so A/C turned to acquire 15nm offset and descent initiated to FL330 while broadcasting intentions on VHF. (PA made to instruct cabin crew to strap in.) ATC clearance eventually obtained and original track resumed. Flight at FL 330 resulted in smoother conditions (light turbulence). Subsequently checked with Cabin Manager that no one injured and PA made to reassure passengers.
201501532	07/02/2015	05:30	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	
201503076	12/03/2015	11:48	EGNH (BLK): Blackpool	EGNH (BLK): Blackpool	EGTT : London (FIR)				UK Reportable Accident: Aircraft overran the runway after landing. Four POB, no injuries. Substantial damage to aircraft. Subject to AAIB Field investigation.	
201503414	09/03/2015	14:38	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			390	PAN declared due to passenger medical emergency.	Paramedics requested to meet the aircraft on arrival.
201504084	01/04/2015		EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	

201504526	09/04/2015	04:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	21 month old child had been to hospital for injection before flight. On descent into airport, showed unwell symptoms and medlink advice sought. Paramedic met aircraft on arrival.
201503976	31/03/2015	01:00	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/Intl	EGTT : London (FIR)				Diversion initiated due to wind out of limits then cancelled as conditions improved. PAN declared.	Extra fuel of 500KG was loaded due to prob tempo forecast winds. During descent, VOLMET wind of 230/19 followed later by ATIS of 240/27G46. On Approach, wind now increased to 300/47G60. Discontinued approach carried out with a climb to 5000ft and HDG right 090 degrees. With alternates wind increasing toward limits and / or uncomfortable direction / strength, a diversion was initiated with a given wind of 220/17 (RWY22) by approach controller on VHF box 2. Approaching diversion, the controller advised us of all services available, RFF 7, airfield open but no immigration available. Due to no immigration available, for landing, they would only accept us if we declared an emergency. As fuel was becoming lower together with the strong headwind for diverting back and several diversions ongoing around us, we decided to remain and declared a PAN call for permission to land. Overhead preparing for the approach, the wind changed in direction and increased to around 47kts cross. This was now out of limits. A quick call by approach to original destination confirmed wind now around crosswind limits. Enough fuel was available diverting back with the last wind check before landing 280/27. Due to the strong
201505193	14/04/2015	22:50	EGCC (MAN): Manchester/Intl	EGCC (MAN): Manchester/Intl	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Death on board. passenger had arrested on the A/c. PAN declared.
201505391	26/04/2015	04:00	EGLL (LHR): London/Heathrow	Unknown	Other				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	During cruise, passenger behaviour cause for concern. PAN declared.
201413573	24/09/2014	14:00	EGPH (EDI): Edinburgh	En route	EGPX : Scottish (FIR)			340	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.

201300742	24/01/2013	18:30	EGFF (CWL): Cardiff	HESH (SSH): Sharm-El- Sheikh	HECC : Cairo (FIR)				Large and erratic pressure changes passing FL100 in climb. Cabin staff then reported smoke in rear of cabin. Return initiated, MAYDAY declared.	Initially pressure changes registered as +/- 4000fpm. A/c levelled off, PAN declared and oxygen masks donned as a precaution. A/c made slow descent back to FL100 and preparations made for a/c to return in the direction of point of departure. Whilst actioning QRH, cabin staff reported smoke in rear of cabin from the overhead compartments in the vicinity of the chemical oxygen generators. ATC advised of intention of returning. During descent and return a/c pressurisation manually controlled and MAYDAY declared. Cabin staff advised that smoke had not re-appeared. MAYDAY downgraded to PAN. □ CAA Closure: Flight crew oxygen masks were donned as a precaution but there was no cabin O2 mask drop. The QRH checklist was not ultimately actioned as the situation was then escalated by reports of smoke in the cabin. These were later realised to be incorrect and were a short term misting associated with the pressurisation change. According to Maintenance Control, if it had been completed, the selection of ALTN on the pressurisation panel may have rectified the situation. Pressurisation controller BITE carried out on box 1 and 2 and box 1 fault showed an outflow valve failure. Valve replaced and function checked satisfactorily.
201408758	01/07/2014	17:10	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Prior to this, an unrelated smell of burning rubber was reported in the cabin, the smell quickly dissipated.	Oxygen administered to patient. Paramedics attended the aircraft. □ Supplementary 02/07/14: □ Purser called up to say there was a smell of burning rubber aft of row 5. We asked for galley and cabin electrics to be isolated and for him to report back. We then commenced our normal descent. The QRH was consulted and crew oxygen considered but there was no perceptible smell of smoke or fumes. The Purser called back a few minutes later to report that the smell in the cabin had dissipated. Troubleshooting was then impossible as we then had a separate and unrelated medical emergency.

201415225	27/10/2014	17:26	EGEO (OBN): OBAN	En route	EGPX : Scottish (FIR)	EGPF (GLA): Glasgow				PAN declared and aircraft diverted due to burning smell in flight deck.	Whilst on duty in ADC aircraft was routing along the river, when the aircraft was on a right base position, he made a PAN call, requesting to divert due to a smell of burning in the cockpit. The PAN call was acknowledged, and helicopter was given clearance to route to final for RWY. Other aircraft was approximately on a 7 mile final at this time, but not on ADC frequency. I called INT to inform them of aircraft intentions, and to send other aircraft around. However INT say that they have already transferred other aircraft to ADC. On initial contact with ADC, other aircraft is instructed to go around climbing to 3,000ft. Traffic information is passed to other aircraft on the aircraft. Both aircraft are visual to ADC at this time. A Full Emergency is initiated by GMC. Aircraft lands safely and taxies in to stand.
201414686	16/10/2014	13:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due passenger injury/medical emergency.	Passenger fell in the terminal badly cutting her hand and hurting her hip. By top of descent the wound was bleeding again.	
201416780	01/12/2014	14:56	EGPB (LSI): Sumburgh	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to gearbox oil pressure warning.	Aircraft was performing low level work approximately 35 miles west of airport and called a PAN due to a gearbox pressure warning. The pilot requested a return and was advised that there was no know traffic to affect a direct return, and to select SSR code 7700. The pilot later reported that the indication was improving, but still wished to return as a precautionary measure. The aircraft was cleared to join the Control Zone VFR, with no level restriction and was transferred to Tower approximately 12 miles west of the airfield. The aircraft landed safely at airport. □ Supplementary 01/12/14: □ Aircraft was returning to airfield after declaring a PAN PAN due to a gearbox oil pressure warning. Full emergency declared. □ Supplementary 01/12/14: □ During prolonged hover 7.5deg nose up, oil pressure observed to decrease from 58 PSI to 31. Main oil pressure illuminated. PAN Call made, aircraft recovered. During transit oil pressure recovered. No further indications seen.	
201415526	03/11/2014	11:08	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			200	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.	

201502191	23/02/2015	11:15	KJFK (JFK) [JFK]New York,Ny/John F Kennedy Intl	SANDY	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		340	PAN declared and aircraft diverted due to cracked windscreen.	A/c informs S02 that the a/c has a cracked windscreen and requests to Div to a specific airfield. The pilot then decides he wants to divert to a different airfield and declares an emergency to facilitate this. The a/c is vectored and descended into S17 where they take control of the a/c. OS, D&D, LASS & TC informed.
201415847	11/11/2014	13:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to burning smell in cabin during initial approach.	On approach, cabin crew reported burning smell in mid cabin. Captain verified this. PAN declared. Initial "smoke/fumes checklist" items actioned. Uneventful landing. □ Supplementary 11/11/14: □ I was the VCR Supervisor when the TC GS advised me that aircraft, who was currently right hand downwind, wanted to land immediately due smoke in the cockpit. This was later clarified as fumes, the crew subsequently declared a PAN and landed. A Full Emergency was initiated and the traffic treated as sterilisation with a 15nm gap ahead of it and an 8nm inspection gap behind. Aircraft landed and vacated normally. After stopping on the taxiway for a short time they then advised the fire service that the fumes had dissipated and they would taxi to stand.
201415060	22/10/2014	08:05	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to low fuel.	
201415869	11/11/2014	07:39	EGPD (ABZ): Aberdeen/Dyce	En route	EGPX : Scottish (FIR)	EGNT (NCL): Newcastle		230	PAN declared and aircraft diverted due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.

201416065	16/11/2014	18:30	LFPG (CDG): Paris Charles-De-Gaulle	En route	EGTT : London (FIR)	EGBB (BHX): Birmingham		310	PAN declared and aircraft diverted due to cracked windscreen during cruise.	Working as sector 5/23 tactical controller under mod/busy workload, aircraft cruising at FL310 reported that the windscreen had just cracked and that they would probably require diversion back. At the time there was conflicting traffic directly beneath so I waited for this to clear before offering descent which was accepted. When asked if an emergency was being declared aircraft confirmed it was a PAN. They also subsequently informed us that they might divert to either airfield. At this stage I vectored the a/c to the NE away from conflicting traffic and also to anticipate turning towards the possible diversion airfields. I initially gave descent to FL100 but the a/c requested to stop off at FL240. After a few minutes, aircraft requested diversion. POB were obtained and the a/c asked to confirm whether it had any other problems (none). This was coordinated and I then gave the aircraft a left hand orbit to roll out towards airfield and descent to the acceptance level. At this stage I also instructed aircraft to squawk 7700 as it was now pointing towards other sectors/airspace. Aircraft had already obtained the airfield weather by ATIS so I passed the runway in use, the estimated
201416302	20/11/2014	04:15	EGLL (LHR): London/Heathrow	En route	Other			400	PAN declared due to passenger medical emergency.	Pax suffered severe nose bleed that didn't stop. Medlink advised with the progress made over the next 30 mins. Recommendation by Medlink to declare a medical emergency. Pax met by medics on arrival. Pan declared and pax met by medics.

201416419	23/11/2014		EGKK (LGW): London/Gatwick	LEMD (MAD): Madrid/Barajas	LECM : Madrid (FIR)				Aircraft returned due to birdstrike on take-off.	During take-off, eng 1 bird strike. A/C returned due high N1 eng vibration. □ Supplementary 23/11/14: □ FO was handling pilot. Runway 36R. At V1 a large bird of prey was seen flying from left to right, and the bird entered the engine at rotation. No Bang was heard; however the engine vibration was considerable and a very loud buzzing sound. The FO engaged AP, Gear was retracted; AC was flying safely with NAV engaged away from ground. Captain then became handling pilot. A Mayday Call was transmitted as a precaution and we were turned down wind for runway 32R (above MSA) which was already set up in the secondary. We consulted the QRH for the advisory which then brought us to the High Engine Vibration CX list. FO read the checklist and it was decided to keep both Thrust LVR in the climb detent as once the ac was flying at 210 kts the vibration decreased. We then followed our training using DODAR. Cabin crew were given a NITS over the intercom by Capt. All options were discussed and brief with regards to should we need to do a SE go round if the eng should fail. Passengers were informed that we had ingested a Bird hence the noise and that as a safety precaution we were returning to Madrid. We had the aircraft inspected on the ground by the Fire service who confirmed no smoke fire or fuel leaks and they confirmed that the fan blades were severely damaged.
201407902	16/06/2014		EGLL (LHR): London/Heathrow	En Route	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Oxygen administered. Expeditious descent flown. Paramedics met aircraft on arrival.	
201407755	15/06/2014	12:15	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			300	PAN declared due to passenger medical emergency.	Passenger fainted in the descent, hit head on the floor resulting in nosebleed, cut lip, bloodshot eyes and disorientation. Cabin crew requested ambulance to treat passenger on arrival. Declared medical PAN to expedite arrival and ambulance ordered via airport centre.

201410183	28/07/2014	07:20	EGKK (LGW): London/Gatwick	GWC	EGTT : London (FIR)	EGHI (SOU): Southampton		0	Aircraft diversion issues concerning a PAN declared due to low fuel state, resulting from holding in poor weather conditions.	Due extreme bad weather EMB195 was holding at GWC. He requested to divert. Holding time - left 15mins. The request was made to diversion airport but after 12 plus mins still no answer, the aircraft advised he need to set course now & with still no answer I advised him he would need to PAN in order to set course, this he did. The pilot was not happy with the time it was taking as diversion airport was his first alternate. It seems very poor that we were unable to get an answer from diversion airport regarding this request to divert. □ Supplementary 01/08/14: □ Divert and Pan Call. Initial weather report for intended destination showed rain showers and prob 30 of thunderstorms. ATC asked us to take up the hold at GWC as the weather had deteriorated to the point where no aircraft were making approaches. We entered the hold and flew a right hand pattern to avoid build ups. Whilst in the hold we did a TDODAR analysis discussing options for diversion and a time plan. We also spoke to company Ops and discussed with them a high likelihood of us diverting. We advised ATC that if we couldn't leave the hold within the next 10-15 mins we would need to divert. After 35 mins holding and as we reached our decided divert fuel figure we advised ATC that we wanted to divert. They asked us to standby and then shortly after came back and advised us that the first alternate diversion
201416903	03/12/2014	12:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201502218	21/02/2015	11:12	EGBB (BHX): Birmingham	LPFR (FAO): Faro	LPPC : Lisboa (FIR)				PAN declared due to passenger medical emergency. Aircraft returned. On board doctors assisted. Paramedics met aircraft on arrival.	
201410797	08/08/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	
201502335	25/02/2015	11:37	EGLC (LCY): London city	EGCC (MAN): Manchester/ ntl	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		250	PAN declared and aircraft diverted due to passenger medical emergency	Oxygen administered. Paramedics met the aircraft on arrival.

201404053	04/04/2014	15:50	EGGD (BRS): Bristol/Lulsgate	En route	EGTT : London (FIR)			200	MAYDAY declared due to potential fuel emergency. Fuel indication malfunction.	<p>I was S23 Planner. At time 1550 the following message was broadcast On 134.750 by an aircraft in the sector:- "Mayday, Mayday, Mayday, Fuel Emergency, request direct to the centre fix runway 27 at." Whilst the S23 Tactical gave vectors and distance to touchdown to the aircraft, I rang the Radar controller and coordinated decent to 4000' QNH 1009. The aircraft was transferred to the Radar frequency 136.075 at 1553, and landed safely at 1600. □</p> <p>Supplementary 04/04/14: □</p> <p>S5/23T shouted over to advise that he had an emergency. I approached the sector and turned on the planner's speaker to listen. Aircraft declared a MAYDAY due to a fuel emergency. I advised the planner to speaker to the airport Tower and I went back to the LAS desk to recall a member of staff. The aircraft requested direct to the centre fix and was later transferred to radar. □</p> <p>Supplementary 04/04/14: □</p> <p>During descent "Fuel Imbalance" Caution on EICAS shortly followed by "FUEL 1 LO LEVEL" Master Warning. No.1 Fuel contents boxed RED reading ZERO. Total fuel indication reading No.2 Tank approximately 700 KGS. MAYDAY call declared and requested direct centre fix runway 27. FMM carried out and once the total fuel contents could be established emergency downgraded to Pan followed by stand down. Total fuel indications returned whilst on final approach. NITS briefing carried out with Flight</p>
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201413587	26/09/2014	09:55	EPWA (WAW): Warszawa/Okecie	EGPF (GLA): Glasgow	EGPX : Scottish (FIR)	EGPF (GLA): Glasgow		410	Aircraft diverted due to fire warning.	I was working Rat/Cen combined P+E on OP22C. At approx 0955 aircraft said he was declaring emergency, and asked for descent. I descended him to FL260 and asked the nature of his emergency. He stated fire on board. I informed the LAS and asked for a planner. Aircraft asked for diversion, so I gave him his range and bearing. I asked him to squawk 7700. The LAS asked where the fire was for info for fire crew. Unfortunately the pilot was heavily accented, and neither myself or planner understood his initial transmission. But we did catch that the fire was extinguished, but pilot wanted to carry on diverting. The pilot later confirmed that the fire report was in cargo hold. I checked whether he needed any information for landing and gave a direct to 10m final. Shortly after I checked that he could take a frequency change and transferred to West coast. The pilot asked that we pass on a message to company, which the planner passed onto LAS. □ Supplementary 26/9/14: □ At approximately 0958 I overheard a colleague referring to aircraft as having an emergency. I was advised shortly after that it was a fire in the cargo hold and he was diverting. Before the aircraft came onto my frequency I was told that they believed the fire
201505310	23/04/2015	14:00	EGLL (LHR): London/Heathrow	Unknown	Other			370	Incapacitated cabin crew member travelling back to base as passenger, condition deteriorated. Pan declared.	Crew member developed acute leg pain, while off duty. She contacted Globalifeline and was x-rayed in hospital, revealing a collapsed disc in the lower back. She was cleared to position home for treatment. In flight, her pain worsened significantly. PAN declared. Aircraft met by ambulance on stand.
201414446	10/10/2014	16:00	EGLL (LHR): London/Heathrow	En route	Other			360	PAN declared due to passenger medical emergency.	Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201411567	21/08/2014	14:58	EGLL (LHR): London/Heathrow	LAM	EGTT : London (FIR)			150	PAN declared due to passenger medical emergency. Passenger fainted, fell and banged their head on a plastic door trim. Paramedics met aircraft on arrival.	

201410932	10/08/2014	06:25	Other	EGCC (MAN): Manchester/Intl	EGTT : London (FIR)				PAN declared due to hydraulic reservoir low level caution during take-off. Aircraft returned.	After take-off from RWY, gear up, flaps retracted, ECAM caution HYD G RSVR LO LVL. ECAM actions completed. Returned to hold. PAN declared. Weather and landing distance checked. Cabin Crew, ATC and passengers notified. Brief completed and aircraft set up for long final to 23R. Configured early and landing gear gravity extension performed. Normal landing 23R. Stopped on runway for Fire Service to check aircraft. Brake fans on to keep temperature low in case of hydraulic fluid fire. Crew procedures completed and aircraft taxied onto stand.
201418055	27/12/2014	01:55	EGKK (LGW): London/Gatwick	En route	LPPO : Santa Maria Oceanic (FIR)			410	PAN declared due to passenger medical emergency. Passenger death onboard.	Oxygen administered. Medical professionals onboard assisted with passenger.
201502107	20/02/2015	16:05	EGLF (FAB): Farnborough civil	En route	Other				PAN declared due to flap malfunction.	Aircraft inbound stated they had a possible issue with flaps and required delaying vectors to address issue. Lars w/app was requested to be split as traffic loading was moderate at time of occurrence. Tower informed via ATSA delaying vectors given and requested delay time, delay was unknown but approx. 15 mins. After approximately 10-15 mins subject a/c reported PAN and would make over speed landing due flap malfunction. All information including P.O.B passed to tower via ATSA where full emergency was declared. Vectored for standard left hand pattern R24 and TF asked to stop departures but CCTs could continue.
201500537	14/01/2015	16:25	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Pax developed breathing difficulties during last phase of the flight. PAN Declared, Medlink coordinated with operator to organise medics to meet the aircraft.
201500608	11/01/2015	05:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	

201416928	05/12/2014	05:40	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			130	PAN declared due to central hydraulic failure due to incorrect part fitted.	Aircraft was inbound. AC advised that the aircraft had suffered a hydraulic failure and was likely to block the runway on arrival and would declare a PAN in due course. Passing the aircraft was queried and a PAN was declared due to a failure of the central hydraulic system. □ Supplementary 05/12/14: □ Gradual centre system leak manifested itself with Reserve brakes/steering and Hyd Qty Lo C messages. PAN declared with ATC on first contact. On extension of landing gear, hydraulic quantity fell to .25 but no further. Subsequent landing was normal and nose wheel steering fully operative. Fluid loss traced to leak from hydraulic pipe to RH main gear drag brace lock actuator pipe at rear of brace. It was determined that the pipe, which should have been on part number, was actually another part number. Due to the incorrect part, the pipe was fouling the retraction actuator body each retraction cycle until it wore through the pipe completely. The -7 part should have been fitted to the rear position of the side brace lock actuator. The -7 and -11 pipes appear to have been transposed at gear build.
201412903	12/09/2014	03:40	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201500067	04/01/2015	13:21	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	

201409447	15/07/2014	08:44	Other	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)			40	PAN declared and aircraft returned due to torque split and nr2 engine 'GOV' light illuminated.	Aircraft outbound stated that he had a minor technical problem and wished to return to base from about 105 miles out, asked if he wished to declare but declined saying that it was unnecessary at the time. About 84 miles from base declared a PAN due to the problem, was offered routing to an installation but was happy to continue. Landed safely. Supplementary 15/07/14: While in cruise flight, the VMS "Check TQ" illuminated and torque split of 5% was noted. Shortly after this, number 2 engine GOV light illuminated and torque split noted as circa 15%. Aircraft turned back to departure airport and a PAN was declared. Subsequent analysis during the return flight caused us to believe it was an erroneous number 2 torque indication over-reading. One consequence of this failure was that the FLI MCP limit red line reduced significantly and did not reflect the engine power settings showing on the VMS (photos available if required). Had we followed the guidance on the FLI, our total power available would have been reduced significantly. We therefore relied on the VMS indications to set a reduced cruise power but this was still above the FLI indicated MCP setting so the
201413404	21/09/2014	13:26	EGSX : North Weald	EGMD (LYX): Lydd	EGTT : London (FIR)				PAN declared and aircraft returned due to rough running engine.	Aircraft lands safely. Supplementary 21/09/14: Into climb the engine momentarily misfired, approximately 2 seconds from the initial misfire the engine stuttered again and started to run very rough with a loss of power. I levelled the aircraft and throttled slowly back to 1500 revs commencing a gentle left turn. PAN PAN was called to tower requesting a return to field. Fuel, T&Ps etc were checked whilst in the turn with no obvious reason for rough running. Commenced a close downwind circuit for runway as expected engine to stall at any time. Once within glide approach limits the engine was slowly throttled back to idle and a normal landing was made. The engine idled ok and I was able to taxi back to the apron and shut down.
201415211	28/10/2014	12:13	EGLL (LHR): London/Heathrow	En route	Other			360	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.

201411438	18/08/2014	14:42	EGJB (GCI): Guernsey, Channel Is.	EGJB (GCI): Guernsey, Channel Is.	LFRR : Brest (FIR)				PAN declared due to engine misfire 3nm South of airfield. Aircraft landed safely.	Mis-firing engine. Aircraft called a 'Pan' on left base approximately three miles south of the airfield with a mis-firing engine. Aircraft full emergency implemented. Aircraft lands safely at 1445.
201415509	03/11/2014	08:14	EGTK (OXF): Oxford/Kidlington	EGTK (OXF): Oxford/Kidlin gton	EGTT : London (FIR)				PAN declared due to baggage door opened during take- off.	Aircraft departed. Immediately after take off the pilot reported his baggage door had opened and he was returning for landing. A PAN was declared and a Local Standby was called. The aircraft completed a low level circuit and landed safely. The aircraft was met by the fire vehicles on vacating the runway and the door was inspected. The incident was closed. Subsequently the aircraft taxied back to apron parking. The pilot stated on R/T that the door had been found to be faulty and his flight was cancelled.
201501796	13/02/2015	21:20	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			280	PAN declared due to passenger medical emergency. Medically qualified passenger assisted. ATC issued vectors and a priority landing. Paramedics met aircraft on arrival.	
201412991	15/09/2014	11:25	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			200	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201502494	01/03/2015	15:08	EGLK (BBS): Blackbushe	EGHP : Popham	EGTT : London (FIR)	EGHP : Popham			MAYDAY declared due to rough running engine. Aircraft diverted.	Aircraft was manoeuvring when the pilot declared a MAYDAY with a rough running engine. The pilot stated he was looking for a field to land. He later said that he had oil pressure issues and was going to try and make it back however he was not sure if this was achievable. I stated that alternate airfield was only 5 miles south of his position and the pilot said he would divert. D+D, all advised. Pilot got visual with diversion airfield and accepted a frequency change where he landed safely. Diversion were given advance warning of the MAYDAY aircraft.

201407264	06/06/2014	09:11	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to hydraulic system nr4 failure.	At 0911Z aircraft called Sector 7 at LIFFY at FL330 declaring a PAN with a failure of his number 4 hydraulic system. Pilot was instructed to squawk emergency and pass details when ready. Pilot stated that he intended to continue to destination and requested priority landing. Initially the aircraft was routed to NUGRA for the BNN1B arrival. Following coordination with Sector 5, DTY South and Swanwick Mil, VIR8E was routed direct to SOPIT, RFD to FL200. At 0922Z aircraft was transferred to DTY South. Supplementary 09/06/14: At 01:00z had EICAS message "HYD QTY Low #4". Actioned QRH checklist to step 7 which also gave "HYD PRESS SYS #4". QTY remaining then was 0.32. QTY decreased over course of flight (recorded on OFP reverse). On consideration of the checklist options, which don't mesh together well in this situation, we decided to take the "HYD QTY Low #4" checklist no further, but to start the "HYD PRESS SYS #4" checklist at step 6 and continue from there. On reaching London airspace at LIFFY 09:11z, Declared a 'PAN' and ATC asked us to Squawk Emergency and cleared us DRT NVGRA, then ... and onto ILS ... Continued with "HYD PRESS SYS #4"
201500122	03/01/2015	13:10	KORD (ORD) [ORD]Chicago, Il/C hicago O'hare Intl	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		150	Aircraft diverted and MAYDAY declared due to problem with water system.	Aircraft diverted but following issues with on-board water systems, diverted. I was working as NW radar controller, checked in and I instructed them to hold at BNN with delay information. This was acknowledged and aircraft informed me that because they would be making an overweight landing they 'were an emergency'. I asked them to confirm they were declaring an emergency (to prompt an actual declaration) to which they replied with a simple yes. With no declaration I asked if they were declaring a MAYDAY to which they again replied yes. Aircraft agreed to hold at BNN to burn some fuel. All information was passed down the line through use of loudspeaker and the GS, and the aircraft was then transferred to Director.
201417575	13/12/2014	06:58	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to cabin crew medical emergency.	Paramedics met the aircraft on arrival.

201414014	05/10/2014	08:15	LEMG (AGP): Malaga	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			Suspected birdstrike on departure. PAN declared due to multiple display failures. Aircraft diverted.	Aircraft had reported a birdstrike on departure, and was subsequently non RVSM. He elected to return to alternative airport, and then declared a PAN on S5 frequency with a single attitude failure. Details passed to alternative airport. □ Supplementary 05/10/14: □ F/O PF. After approx 10 minutes at FL 330, all attitude and IRS data was lost to the F/Os Flight Instruments. The following indications were noted: F/O EADI and EHSI no data-blank, F/O IVSI OFF flag shown, FMC MSG 'IRS MOTION', Capt's EADI 'COMP' warning flag shown, R IRS ALIGN Light flashing. A/P Disengaged. R IRS FAULT light not illuminated. Captain took control in manual flight. ATC immediately advised 'UNABLE RVSM DUE EQUIPMENT', radar heading and descent given to below RVSM airspace. As IMC and sole Primary Attitude reference PAN declared to ATC. QRH for IRS FAULT requested after a DODAR loop completed to confirm the correct QRH checklist as IRS FAULT light was not illuminated. QRH conditional statement agreed as applied to the fault indications, 'An IRS fault occurs'. QRH item line step 9 completed as in IMC with single attitude reference. Right IRS selected to ATT I.A.W. the QRH, this action restored the F/Os EADI attitude data. Autopilot not used as indicted by QRH. Reviewed diversion airfield options with operations, diverted to airport. CCM given NITS brief, passengers advised and kept updated about our diversion due a technical issue. Captain remained as
201414183	03/10/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	
201500895	23/01/2015	09:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			330	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201417645	18/12/2014	08:30	EGKK (LGW): London/Gatwick	En route	Other			390	PAN declared due to passenger medical emergency.	Paramedics met aircraft on arrival.
201416508	24/11/2014		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	

201502413	26/02/2015	23:55	EGLL (LHR): London/Heathrow	KORD (ORD): Chicago/O'h are, Il.	KZAU : Chicago (FIR),Il.				EICAS flaps primary caution.	When retracting the flaps, after selecting flaps up, we received an EICAS caution FLAPS PRIMARY. We engaged the autopilot and speed intervene at 250kts. A PAN was declared to maintain altitude, speed and heading. QRH actioned. Flaps retracted in secondary mode until fully up (it was the left hand outboard leading edge that was slow to retract). Checklist complete.PAN cancelled and flight continued normally.□ Supplementary 05/03/15:□ Maint msg not active. Steps for correct rigging checked on o/b 1 /e flap and power drive unit. Sensitivity annunciator feedback switch visually inspected. All linkages and PDU inspected. Oil level checked. Test of L/E primary flaps c/o iaw AMM. Test satis.
201411175	14/08/2014	14:21	HESH (SSH): Sharm-El-Sheikh	LAM	EGTT : London (FIR)	EGBB (BHX): Birmingham		80	PAN declared due to lightning strike on aircraft's nose which disabled the aircraft's weather radar during a period of extreme weather avoidance. Aircraft subsequently reported the weather radar operational and elected to continue to destination.	Lightning Strike. A/C called PAN due to lightning strike received on the A/C's nose which disabled the Wx radar during a period of extreme weather avoidance. I vectored a nearby flight on the same route underneath the A/C in order to provide weather information while the A/C decided their intentions. I instructed the a/c to squawk 7700 and thought it would be pertinent to setup a discrete frequency for the 2 aircraft due to my high R/T loading. As soon as I had done this the A/C reported Wx radar operational and was happy to continue.□ Supplementary 18/08/14:□ On departure there were significant rain showers with associated CBs. A heading of 130° was requested which was approved. This took us between a large cell on the left and a smaller one on the right but the weather radar indicated a clear track ahead for the next 15 miles. We were IMC in moderate rain when we received a lightning strike associated with a very loud bang. At the same time the weather radar then failed. Fearing a lightning strike on the nose and possible damage and knowing that there were significant weather in front of us a 'PAN' was declared which gave us priority from ATC. Vectoring and a climb clear of CBs were requested knowing that ATC
201412936	14/09/2014	10:40	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				MAYDAY declared due to passenger medical emergency.	Paramedics requested to meet aircraft on arrival.

201500354	10/01/2015	12:40	EGNM (LBA): LEEDS BRADFORD	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			PAN declared due to low fuel following two missed approaches and a diversion in bad weather (strong winds).	
201500133	06/01/2015	20:50	EGGW (LTN): London/Luton	En route	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn			PAN declared and aircraft diverted due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201415755	09/11/2014	07:20	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			400	PAN declared due to passenger medical emergency.	Priority approach given. Paramedics met the aircraft on arrival.
201415446	25/10/2014	22:25	EGCC (MAN): Manchester/Intl	En route	EGTT : London (FIR)				PAN declared due to pilot concerns with landing gear.	Aircraft reported that following information from departure airfield, he was concerned about the state of his undercarriage and required the emergency services to be on standby at his destination. All relevant agencies informed. Aircraft landed safely.
201413346	21/09/2014	01:02	EGKK (LGW): London/Gatwick	En route	Other			360	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201500931	23/01/2015	08:12	LFML (MRS): Marseille Provence	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			80	Aircraft returned, PAN declared and go-around flown due to Navigation Air data Reference (ADR) disagree caution shortly after take-off.	Just after cleaning up and during acceleration. ECAM showed caution NAV ADR Disagree. After FNC, ECAM actioned which suggested AOA discrepancy as airspeed cross checked ok. A/c in Alternate Law (protections lost) with direct law landing. Crew discussed wisdom of continuing to destination airport to land in blustery winds from visual switch approach. Tech 1 and Maintrol contacted on VHF. Decision to return. Crew and pax briefed for return. PAN declared for approach due speed control requirements and requested non-standard missed approach due handling. Uneventful approach and landing.
201500390	07/01/2015		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Passenger fainted and banged head. Cold compress and oxygen administered. Paramedics met the aircraft on arrival.
201415858	10/11/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	

201416168	18/11/2014	16:16	EHBK (MST): Maastricht/Maastricht Aachen	EGBE (CVT): Coventry	EGTT : London (FIR)				PAN declared and aircraft returned due to nr1 generator failure.	Radar called to advise that the aircraft was returning but had not declared an emergency, I advised the controller that it would be vectors for ILS05 and advised the Tower controller that it was returning. Shortly afterwards, radar called again to say that the pilot had declared a PAN, we agreed on a right base for runway 05. The pilot reported that he had lost half of his generator power but could make a normal approach to land. I vectored the aircraft for the ILS and the aircraft landed safely at 16:24. □ Supplementary 19/11/14: □ During the 05 departure, we suffered a No 1 generator failure. We climbed to 8000ft and consulted the Emergency Checklist. As per the drill, we transferred the generator loads and elected to return. We declared a PAN call as a precaution and landed back where we were met by the Engineers and they changed the generator.
201503618	23/03/2015	15:00	EGLL (LHR): London/Heathrow	En route	Other			360	PAN declared due to passenger medical emergency.	
201503833	27/03/2015	23:53	FALA (HLA): Lanseria	EGGW (LTN): London/Luton	EGTT : London (FIR)				PAN declared due to abnormal gear indication.	The aircraft in question got airborne at 2353hrs Upon initial contact the pilot advised he had a "main gear door problem" and needed to remain in the vicinity to run through some checklists. He was told to maintain 5A and make right-hand orbits until his checklist was complete. Shortly afterwards, the pilot confirmed that he had an 'abnormal gear indication' and his intentions were to return to the originating airport after having burnt fuel for an □ hour. The pilot was instructed to climb to 6A and to hold. At 00:01, the Pilot confirmed he was declaring a PAN. Whilst holding, the pilot was asked for further information to confirm he could execute a normal landing and approach. He confirmed this as well as advising that the 'landing gear was locked' and that there were 6 POB (3 crew and 3 pax). The aircraft left the hold and commenced its approach to land.
201504276	05/04/2015	13:58	EGHH (BOH): Bournemouth/Hurn	EGBJ (GLO): Gloucestershire	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire			PAN declared due to an electrical failure and aircraft diverted.	A call was received stating that aircraft was diverting with an electrical warning light. The aircraft had called a pan. A full emergency was declared and a straight in approach co-ordinated for runway 09. The aircraft landed safely.

201505101	22/04/2015	16:00	EGCC (MAN): Manchester/Intl	En route	Other	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		380	PAN declared due to passenger medical emergency. Aircraft diverted as condition deteriorated.	
201505390	26/04/2015	19:55	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			90	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Sick passenger on oxygen. PAN declared.
201414846	20/10/2014	20:00	EGKK (LGW): London/Gatwick	En route	Other			380	PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201415251	28/10/2014	17:00	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)			100	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201415073	25/10/2014	09:40	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	
201415559	25/10/2014	20:50	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			250	PAN declared due to passenger emergency.	Paramedics met the aircraft on arrival.
201500088	04/01/2015	19:00	EGKK (LGW): London/Gatwick	En route	Other			300	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201415613	06/11/2014	08:44	EGLL (LHR): London/Heathrow	En route	Other			340	PAN declared due to passenger medical emergency.	Passenger (with a history of heart problems) became unconscious.

201416385	19/11/2014	10:15	EGXE : Leeming	En route	EGTT : London (FIR)				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.
201417769	20/12/2014	13:05	LOWS (SZG): Salzburg	En route	EGTT : London (FIR)	EGSS (STN): London/Stansted		370	PAN declared and aircraft diverted due to fuel imbalance indication problem.	Working as S10/11 Tac, I was called by the aircraft informing me that he could not establish communication with MAAS on frequency. He also informed me that he had a fuel indication problem and would like to divert. The a/c was in MAAS airspace at this time, so the planner informed MAAS of the issue and it was agreed that the a/c would remain on my frequency and that we would turn it left hand back towards London airspace. I got further details from the pilot; asking him if priority landing was required and if any complications were expected on landing or on the runway. The pilot declared a PAN, informed me that it was a fuel imbalance problem indicating that it was exceeding limitations, although no issues expected on landing. I sent the a/c direct to ABBOT and the planner co-ordinated descent with MAAS and sector 12, who had informed TC. The a/c was descended and at the request from S12, was sent direct to airport and locked on the radar heading when established. The a/c was transferred to TC on frequency descending to FL220.

201501884	16/02/2015	10:15	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency during descent. ATC issued vectors for a straight in approach to runway with no delay. Medic met aircraft on arrival.	
201505170	11/04/2015	16:20	EGKK (LGW): London/Gatwick	LIRF (FCO): Roma/Fiumicino	LIRR : Roma (FIR)				Landing gear failed to retract. Aircraft returned after declaring PAN then MAYDAY.	After rotation +CLB was called and the gear lever moved to the up position. The gear did not retract as commanded. Cause: Failure of both LGCIU 1& 2. Or, failure of the landing gear lever? The a/c flight path was ensured and the a/c was flown to the hold at TAQ. All ECAM actions were actioned and a Pan was declared. A NITS call was made in preparation for a return. The PAN was upgraded to a Mayday to allow the fire services to attend for our landing. A normal approach, landing and taxi to stand was made. On the outbound sector LGCIU 1 failed. Alpha Tech was contacted and it was agreed that we continue where the engineers were waiting. They subsequently swapped the two LGCIUs with each other, as part of the repair process. Aircraft was despatched back with LGCIU 2 inoperative as allowed under the MEL. All MEL procedures were applied correctly prior to despatch. Investigation under 201501692.
201308456	13/07/2013	21:29	EGBB (BHX): Birmingham	EGLL (LHR): London/Heathrow	EGTT : London (FIR)	EGLL (LHR): London/Heathrow			MAYDAY declared due to engine malfunction. Aircraft diverted.	One engine running at idle only. Aircraft diverted for engineering assistance.
201409290	11/07/2014	14:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			200	PAN declared due to cabin crew medical emergency. Cabin crew member became unwell during descent. Paramedics met aircraft on arrival.	

201411890	28/08/2014	05:37	LIRN (NAP): Napoli/Capodichino	En route	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		320	Serious Incident: PAN declared and diversion initiated due to smoke in flight deck. Flight crew donned oxygen masks. 163 POB, no injuries reported. AAIB AARF investigation.	CAA Closure:☐ During the en-route climb, the caption 'avionics smoke' was displayed on the Electronic Centralised Aircraft Monitoring (ECAM) display and the crew could see smoke emanating from the right side of the centre console inside the co-pilot's footwell. The aircraft diverted and, during the descent, the smoke stopped. It landed without further incident. It was found that a component in a static inverter, powering electrical outlet sockets in the cockpit, had overheated. AAIB Bulletin 12/2014, Ref: EW/G2014/08/13.
201417016	06/12/2014	11:50	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger injury/medical emergency.	Passenger fainted in forward galley striking their head on trolley restraint. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201503242	14/03/2015	03:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	On medlink advice pan declared on first contact with Shannon fir for expeditious approach. Paramedic met a/c.
201504702	15/04/2015	11:20	EGLL (LHR): London/Heathrow	Unknown	Other			340	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	68 year old lady taken ill during cruise.
201405469	03/05/2014	05:16	EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	Passenger felt sick. We contacted Medlink and passenger was seen by onboard doctors. Felt it wise to get him medical attention on the ground so pan declared. Pan declared for expeditious arrival.

201418095	30/12/2014	12:31	EGPG : Cumbernauld	EGPT (PSL): Perth/Scone	EGPX : Scottish (FIR)	EGPT (PSL): Perth/Scone			Aircraft diverted and PAN declared due to weather.	Aircraft reported on frequency. He was given a Basic Service and asked to squawk 7401. His original plan was to do some general handling and then return to his departure aerodrome, but at approximately 1225 he requested the diversion METAR as he thought he would be unable to get back to destination due to low cloud. He elected to divert after being given the weather. FISO advised PG and PT of the diversion. At 1231 he declared Pan due to the fact that he was in cloud at 1,100ft and unable to climb. Pilot was asked to squawk 7700 and asked his position (1600ft on PF QNH 1033). D and D and Ops Sup advised. FISO called alternate to see if they could provide vectors, but they were unable to do so due to the aircraft's altitude (they could not guarantee terrain clearance at that level). Advised pilot that PF would be unable to provide him with vectors and asked if he was happy to transfer to D&D, which he was. Told pilot that if he had any difficulty getting D&D he should return immediately to my frequency. Aircraft landed safely. □ Supplementary 30/12/14: □ Aircraft called a PAN at 1235z and was squawking 7700 declaring he was lost and needed recovery to nearby airfield. The D+D controller passed the ac position and after a terrain warning, provided a steer
201501454	06/02/2015	07:15	EGLL (LHR): London/Heathrow	Not specified	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Oxygen administered.	

201408665	30/06/2014	12:31	EGLM : White waltham	En route	EGTT : London (FIR)	EGUB (BEX): Benson			Aircraft diverted due to engine failure caused by fuel starvation.	<p>I was working as LARS West when the aircraft declared a MAYDAY with a rough running engine. At this point, the aircraft was in the vicinity of CPT and I informed the pilot of his nearest airport and gave him the relative position and range. I also informed him of the range and position of his destination airport. My colleague on LF Approach informed the airfield of the situation and I relayed details to D&D. I was given executive control by D&D and continued to provide position updates as the aircraft approached the airfield. I asked my colleague to ascertain whether a straight in approach to rwy 01 was available and requested the surface wind. I informed the pilot that rwy 01 was available and asked if he could accept a frequency change. When the pilot was approximately 6nm from the airfield I transferred him to Tower. The aircraft subsequently landed safely. □</p> <p>Supplementary 30/06/14: □</p> <p>During pre-flight checks, I noticed that the LH fuel tank was on empty and the RH fuel tank appeared to be full. I asked an instructor there if it was safe to fly, he looked at the indicators and said the RH tank was full (he could see the cork at the top of the indicator). I set off on a planned round route. As I turned on a heading to return, the engine stopped. It started again</p>
201406507	20/05/2014	05:05	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)		390	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.	

201402943	10/03/2014		EGPD (ABZ): Aberdeen/Dyce	EGSH (NWI): Norwich	EGTT : London (FIR)			100	PAN declared and aircraft returned due to loss of RH hydraulic fluid.	<p>Just after passing FL100 in the climb to FL250 towards NALAX. We had a "R HYD QTY LO" caution. The hydraulic page was selected on the SED, the quantity was indicating zero on the RHS, we then started to get all the cautions associated with this fault as stated in the MCL. □</p> <p>We called a PAN and returned, sq code 7700 was selected as requested by ATC. The PNF called the CA and carried out a QNITS, the CA had nothing further to report and was asked to secure the cabin for landing. The MCL was followed, performance checked using the QRH. The emergency gear release had to be used to extend the gear. The landing was uneventful with a little nose wheel steering available. □</p> <p>Supplementary 12/03/14: □</p> <p>The a/c declared a PAN. A right hand hydraulic problem and requested to return to departure airport. The a/c was then vectored for an ILS app to Rwy27. A full emergency was declared. Aircraft was handed over to me at 8 miles, and landed safely at 0723. □</p> <p>Supplementary 14/03/14: □</p> <p>On 10/03/14, the aircraft had an emergency and lost hydraulic fluid. The crew returned and tried unsuccessfully to lower the landing gear using the normal procedure. On pulling the emergency landing gear release handle the gear lowered successfully.</p>
201500414	10/01/2015	12:20	EGNM (LBA): LEEDS BRADFORD	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			Missed approach followed by diversion due to windshear. PAN declared due to low fuel.	<p>Planned and flew a flap 40 approach in very gusty conditions. At about 300ft positive windshear in a gust took IAS above flap 40 limit. Flap load □</p> <p>relief called by PM. GA flown. Max IAS seen was 166kt. Had sufficient fuel for one more approach attempt; 2500kg remaining with FMCRES 1950. Second approach flown flap 30 because the head wind component was 20 knots, with the intention of avoiding flap load relief. At about 100ft on the second approach we got a Windshear Go-around message. GA flown. Fuel state now 1950kg. Diverted. Low fuel caption came on during the GA. QRH actions carried out. PAN emergency declared. Given+ direct vectors to 23R and landed with 1200kg. Final Reserve 1109kg. Received excellent help from PM throughout and all ATC agencies were also excellent. Lesson learned: With a strong headwind component, if I had flown a flap 30 approach, we might have landed successfully off the first approach and avoided the flap overspeed.</p>

201300548	21/01/2013	11:20	EGKK (LGW): London/Gatwick	LMML (MLA): Malta/Luqa	LMMM : Malta (FIR)				At 4000ft in climb ECAM advisory of oil quantity nr1 engine followed by a loss of oil pressure. PAN declared, a/c returned. Engine oil master warning, MAYDAY declared, engine shut down.	On initial advisory of quantity low level displaying 2qrts, rate of climb and speed reduced and checklists actioned. Once return initiated the oil pressure began to drop resulting in engine shutdown and MAYDAY call. Once a/c on ground it was found that the lube filter drain plug had come undone because it was anti- locked as opposed to locked leading to the loss of nr1 engine oil. □ CAA Closure: The pushed in anti-rotation pin on the removed oil filter and the cracked retaining glue imply that a procedure was used in which the filter is inserted into the housing first. The filter was installed with the pin aligned with the bolt hole axis and therefore a rib of the cover. Torqueing of the four cover bolts pushed the pin into the filter body and the filter was therefore free to rotate under vibration and possibly during torqueing. The filter rotation resulted in loss of torque between filter and the drain plug and the plug migrated out of the filter resulting in the leak. It could not be determined whether or not the locking wire had been installed in the wrong direction, but the loss of effectiveness of the anti-rotation pin is likely to have had a higher influence on the course of events.
201414117	05/10/2014	04:00	EGLL (LHR): London/Heathrow	KEWR (EWR): Newark/Intl, Nj.	KZNY : New York (FIR) Ronkonkoma Ny.				PAN declared due to flight crew illness and incapacitation.	First Officer suffering with an upset stomach. His condition deteriorated during the flight and the Pilot Incapacitation drill was formalised. A diversion was ruled out due to the proximity of destination and the higher work load created by a single pilot diversion. The FO remained in his seat but away from controls although he was conscious and lucid at all times. A cabin crew member was present for the remainder of the flight. Paramedics met the aircraft on arrival and a diagnosis of possible food poisoning/virus was thought to be the most probable cause. FO was released to go home.
201414022	05/10/2014	06:45	Other	En route	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate		350	PAN declared and aircraft diverted due to passenger medical emergency.	Oxygen administered.

201413380	22/09/2014	18:56	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	En route	EGTT : London (FIR)	EGGP (LPL): Liverpool				PAN declared and aircraft diverted due to engine running rough.	Aircraft reported a PAN due to a rough engine and requested to divert. At the time aircraft was flying outside controlled airspace, south of MALUD, on a traffic service. The PAN was acknowledged and the aircraft was asked to squawk 7700. Aircraft was instructed to descend at his discretion and headings were issued to direct toward runway. This was the non-duty runway at airport so the wind was obtained and passed to aircraft who elected to land on runway. Co-ordination was effected with airport and the aircraft was transferred to airport. □ Supplementary 22/09/14: □ In the cruise on a scheduled cargo flight a series of sharp fluctuations in engine noise accompanied by brief airframe shuddering were heard. These symptoms increased in frequency and intensity prompting an uneventful diversion in good VMC with assistance from ATC (PAN called). No other abnormal indications or symptoms were detected. Later engineering inspection suspects right hand engine density controller malfunction.
201412658	07/09/2014		EGLL (LHR): London/Heathrow	En route	Other					PAN declared due to passenger medical emergency.	On boarding aircraft, a passenger felt queasy and shortly after departure she began vomiting. As she was Diabetic, she was concerned that it might be due to her blood sugar levels being too high or low. Unfortunately she had packed her monitor in her hold baggage. She became listless and O2 was applied. A Medical Volunteer was called for and permission to open EMK was granted. The TEMPUS in the cabin could not be connected to MEDLINK and our blood/sugar measuring devices did not work. MEDLINK was contacted and a PA was made for another blood/sugar monitor. Whilst in touch with MEDLINK a reading from the monitor was obtained and given to MEDLINK. They advised a sugary drink and some food. Although the pax continued to vomit she became more responsive and alert. Pax blood/sugar level continued to improve, however she continued to be sick and was very weak. Medical Emergency Declared. MEDLINK & Company informed. Paramedics met aircraft on arrival.
201413569	25/09/2014	14:00	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)					PAN declared due to passenger medical emergency.	Medical professional onboard assisted with passenger.

201408633	30/06/2014		EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			0	PAN declared at the request of Medlink due to passenger medical emergency. Straight in approach flown.	
201500157	05/01/2015	15:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			380	PAN declared due to passenger medical emergency.	Expeditious approach given. Paramedics met the aircraft on arrival.
201500130	04/01/2015	20:25	EGLC (LCY): London city	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGKK (LGW): London/Gatwick			PAN declared on diversion to avoid low fuel state, following two go-arounds flown at original destination.	.
201300750	27/01/2013	11:46	EGBS : Shobdon	EGBE (CVT): Coventry	EGTT : London (FIR)				Full emergency declared due to undercarriage failing to retract. Flypast inspection carried out confirming gear down. A/c returned.	
201300735	28/01/2013	10:20	EGLL (LHR): London/Heathrow	EGFF (CWL): Cardiff	EGTT : London (FIR)	EGFF (CWL): Cardiff		330	During descent EICAS 'Equip Cooling' message alerted. MAYDAY declared and a/c diverted.	Uneventful landing followed. Possible spurious warning as crew received no other indications, warnings or equipment issues.
201413903	01/10/2014	04:14	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Oxygen administered. Medical professional onboard assisted with passenger. Paramedics met the aircraft on arrival.
201502267	24/02/2015	07:28	EGLL (LHR): London/Heathrow	En route				360	PAN declared due to passenger medical emergency. Medlink contacted. Paramedics met aircraft on arrival.	

201503736	25/03/2015		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Passenger unwell during flight, Medlink advised aircraft to be met by Paramedics.
201316176	13/12/2013	20:10	EGPK (PIK): GLASGOW PRESTWICK	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)				Go-around flown due to flap failure.	Aircraft was inbound and vectored for an ILS approach Runway30. As the aircraft was establishing he asked to break off and hold due to a "technical issue" he was climbed and given holding vectors. Further questioning revealed the aircraft had a flap problem, and was attempting to remedy. Subsequently aircraft confirmed flap failure resulting in a higher landing speed. Due to a changeable wind the aircraft was vectored for runway 12 ILS approach. Aerodrome control had declared a local standby but due to changeable gusty wind and a wet runway surface it was deemed prudent to upgrade to full emergency. Aircraft was within 10 miles at this point. Local standby declared 2010. Full emergency at 2014, aircraft landed 2016, emergency stood down 2022.
201408997	06/07/2014	05:40	LEMG (AGP): Malaga	En route	LFRR : Brest (FIR)	EGKK (LGW): London/Gatwick		370	PAN declared and aircraft diverted due to passenger medical emergency. Oxygen administered. Medically qualified passenger assisted. RFFS, paramedics and ambulance attended aircraft on arrival. Passenger and travelling companion offloaded.	

201501988	18/02/2015	16:34	EGNT (NCL): Newcastle	EGPD (ABZ): Aberdeen/D yce	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to fuel leak in flight from RH engine.	A/c instructed to climb to FL175. The pilot immediately responded that they had "a problem with one of their engines and were returning to departure airfield". I turned the aircraft left heading 090 in preparation for a radar vectored ILS approach to runway 16. The pilot reported that the right (number 2) engine had low fuel pressure and smoke was sighted from the engine by someone on board. 31 POB was also reported. Aircraft declared a PAN. The duty watch manager was subsequently informed, the pilot was asked to squawk 7700 and ADC was alerted. The pilot came back with an update that there was still smoke visible from the right engine and that their plan was to land, vacate and taxi to stand before disembarking the passengers. This update was passed to ADC. The aircraft landed and stopped on taxiway with the AFS in attendance. □ Supplementary 18/02/15: □ We were established in the climb passing 5000ft when we had an amber "fuel look up" on the CAP, with "fuel low press" (R) and the fuel pressure gauge (R) showing approx 6 psi (just on the red band). Abnormal Check list carried out (card 44), and with the standby pump switched on the psi increased to 8. While carrying out the checks, cabin crew member
201417525	16/12/2014	11:15	EGLL (LHR): London/Heathrow	En route	Other			150	PAN declared due to passenger medical emergency.	
201502491	01/03/2015	17:55	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gat wick	EGTT : London (FIR)				Go-around flown due to windshear. PAN declared due to low fuel.	Priority line informed that aircraft was going around due to wind shear. On initial contact with me after the Go Around, aircraft informed he wanted Diversion. Whilst trying to make arrangements for this, aircraft also said he was short of fuel and requested alternate weather. Int told me to turn aircraft onto 170 degrees and climb to 6000ft and they would sort it - this I did. My workload then increased as I was informed of another Go around due to wind shear. I passed both weathers on the RT and aircraft declared a PAN with Minimum Fuel?? He also requested to make another approach. I passed weather again and wind info and asked his intentions - he □ opted to try for another approach after ascertaining that there had been no further go arounds. I handed over FIN after transferring aircraft to the tower at 10nms.

201414190	02/10/2014		EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201501616	06/02/2015		EGBE (CVT): Coventry	EGBE (CVT): Coventry	EGTT : London (FIR)				PAN declared and aircraft returned due to engine control unit (ECU) failure.	Solo student airborne 0943 on VFR local detail, 0944 Pilot declared PAN with an ECU failure. Full emergency initiated. Aircraft joined circuit landed safely at 0948.
201501738	12/02/2015	05:10	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			250	PAN declared due to passenger medical emergency. Paramedics requested to meet the aircraft on arrival.	
201501930	17/02/2015	12:53	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Expeditious approach given. Paramedics attended aircraft on arrival.	

201502647	27/02/2015	11:00	EGBB (BHX): Birmingham	En route	Other			260	EICAS Park Brake Hyd Pressure caution. PAN declared.	Phase of flight: In the cruise FL260, mild turbulence, a little bumpy. Speed: 250knts FO PF CP PM. ATC frequency: 128.425 CDG HDG selected by CP & going to 'DMAL' EICAS Master caution light appeared, park brake discrepancy/ on EAP: 13-4 (not in correct position) CP & FO checked the lever and the lever was off. Caution light ON- CP thought this was an electrical snag. CP checked pressure light and it was ON (Hydraulic pressure going to park brake) FO PF took radio CP actioned QRH to the end. 2mins later the light and the caution went out. Light & caution came on again and stayed on for approximately 3 mins Light went off again then on and off 5 times again. CP called the cabin to put the CC on standby for their stations for their NITS briefing because the QRH said landing with the park brake on or bursting tyres, or going of runway. Took approximately 25 mins before landing. Due to the nature of the notifications in the Flight Deck the Captain. CP asked for full emergency asking the pax to brace. ATC were excellent CP Declared emergency PAN on 132.605 gave descent clearance. Radar vectored aircraft around and crew were then handed to director for ILS RWY 33. At this time the light was out again on the approach to landing. On
201503192	14/03/2015	04:00	EGLL (LHR): London/Heathrow	Unknown	Other				PAN declared due to passenger medical emergency.	Passenger dislocated shoulder, previous occurrences, Medlink and on board doctor advised medics meet aircraft on arrival so pan declared. Medics met aircraft on arrival
201503247	14/03/2015	21:30	EGKK (LGW): London/Gatwick	En route	Other			350	PAN declared due to passenger medical emergency.	We had just begun our descent when we were advised that a CCM was concerned about this passenger who seemed confused and was in some discomfort. After consultation with two CCMs and the SCCM, we decided that the safest course of action for the passenger was Paramedic attention via an expeditious approach.
201309318	27/07/2013	13:16	Other	EGAC (BHD): Belfast/City	EGPX : Scottish (FIR)	Other (Slieve Croob)			PAN declared due to rough running engine. Aircraft was diverted.	Tower at the diversion airfield confirmed the aircraft had landed safely.

201309303	27/07/2013	18:57	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			150	Lightning strike resulting in unreliable airspeed indication.	In descent passing FL160 to enter hold aircraft experienced a lightning strike. Initial impression was that no damage had occurred. 'CAT III DUAL INOP' then appeared on status page. PAN declared to maintain FL150 but autothrust observed not to accelerate from idle. It was then seen that there was a discrepancy of 20kts in airspeed indication. ADR1 identified as faulty and switched off. QRH completed and PAN call cancelled. Faint electrical burning smell evident 5-10mins after event.
201307640	23/06/2013		EGLL (LHR): London/Heathrow	En route	Nigeria			360	MAYDAY declared in order to gain descent clearance from ATC. Speed fluctuations due to mountain wave turbulence.	CFP climb at Nigor (changeover waypoint from ZMUB to UNKL) to FL360. Prior to handover ZMUM cleared descent FL340. We requested climb FL360. optimum ALT checked at FL355 and climb commenced. CFP climb at Nigor (changeover waypoint from ZMUB to UNKL) to FL360. Prior to handover ZMUM cleared descent FL340. We requested climb FL360. Optimum ALT checked at FL355 and climb commenced. ISA+ 0 during climb temperature increased to ISA+4 at FL360 large speed fluctuations. V/S variations were encountered selected speed used. ZMUB handed us over to UNKL on two occasions speed delayed below VLS. Thrust levers advanced out of ATHR range to initiate acceleration as ATHR slow to respond. Immediate descent requested but denied until Nigor request repeated with MAYDAY and descent initiated using open desc+ V/S descent normal and level off and cruise at FL340 satisfactory. Feedback from candid data requested.
201408976	06/07/2014	09:51	EGNT (NCL): Newcastle	EGNT (NCL): Newcastle	EGPX : Scottish (FIR)			90	Lightning strike to nr2 engine. MAYDAY declared.	Aircraft was handed over from Military having called a May-Day due to a lightning strike resulting in the loss of the starboard engine. A full emergency was instigated. When the aircraft made first call he advised that the engine had been re-started and that no assistance was required. The full emergency was continued as directed by ATC and a normal approach was made. Aircraft landed safely and the full emergency stood down.
201502323	21/02/2015		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	

201503867	29/03/2015	11:00	EGLL (LHR): London/Heathrow	En route	Other				PAN declared. Passenger medical emergency.	Passenger had severe stomach pains.
201301049	02/02/2013	14:11	EGPN (DND): Dundee (Riverside Park)	EGPN (DND): Dundee (Riverside Park)	EGPX : Scottish (FIR)				PAN declared due to rough running engine.	A/c landed safely with emergency services in attendance.
201305946	25/05/2013	10:42	EGMD (LYX): Lydd	EGMD (LYX): Lydd	EGTT : London (FIR)	EGMC (SEN): Southend			PAN declared due to undercarriage problem reported.	Aircraft requested to return to base for a low approach possibly to land. All three wheels were observed to be down but still only indicating two green lights. The aircraft proceeded to land safely with emergency services present.
201412226	29/08/2014		EGKK (LGW): London/Gatwick	Unknown	Other				PAN declared due to passenger medical emergency.	
201416846	27/11/2014	17:10	EGLL (LHR): London/Heathrow	En route	Other			380	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201502066	20/02/2015	10:20	EGPA (KOI): Kirkwall	En route	EGPX : Scottish (FIR)	EGPD (ABZ): Aberdeen/Dyce		170	PAN declared and aircraft diverted due to electrical burning smell in the flight deck.	Aircraft called on frequency at FL190. At approximately 15nm n/w the pilot called a PAN call requesting descent and immediate diversion. The a/c was given a right turn on to 090 degrees and descent to FL120, and asked for the nature of the problem. The pilot confirmed the instructions and said there was a strange smell in the cockpit. Diversion airport were immediately informed and they asked for the a/c to be given a heading of 110 and descent to four thousand feet. They were happy to accept the aircraft immediately, and the a/c was handed over shortly afterwards. □ Supplementary 20/02/15: □ In the cruise at FL 170, the intake anti-ice switches were selected on due to cloud ahead. The LHS intake light came on, the checklist was called for however the light self cleared around the time that a vague electrical/burning smell became apparent. In case the two were related, it was decided to switch off the intakes and a climb was requested that kept us clear of cloud. The smell continued. The Cabin Crew were contacted to ask if there was any smell evident in the cabin and they called back to say that no smell was detected anywhere in the cabin. Aircraft was tracking

201500743	20/01/2015	04:30	EGCC (MAN): Manchester/Intl	EGKH : Lashenden/ Headcorn	EGTT : London (FIR)	EGSS (STN): London/Stansted		180	PAN declared due to electrical fault.	Aircraft called on frequency, shortly after the pilot declared a PAN. The controller asked him the nature of the problem. He informed the controller it was electrical and that he may have to divert or return. He was going to check the problem and let the controller know. The pilot came on and declared an emergency and that he wished to be diverted. He advised of the problem further and was diverted as requested.
201415116	25/10/2014	09:00	EGGP (LPL): Liverpool	En route	EGTT : London (FIR)				Smoke in cockpit during cruise.	Whilst operating as radar controller, aircraft who had just exited the CTR ATVRP declared a PAN with smoke in the cockpit. The aircraft was acknowledged, told to squawk emergency and given a steer for the airfield. Tower and D&D informed full emergency declared. Aircraft landed safely. □ Supplementary 25/10/14: □ Sudden burst/cloud of smoke, possibly blue smoke filled the footwell. Seemed to clear straight away. No changes to the flight controls to have caused the smoke. First thought was we may have flown through some smoke but nothing seen in area. Shut down on taxiway to allow fire service to check for fire damage, small amount of oil noticed inside starboard cowling. No sign of electrical burning fwd of aft of fire wall. Small qty of oil on heat exchanger. No.1 cyl. oil drain back tube hose clip loose - re tightened satis. No other signs of oil leaks. Eng & eng cowl cleaned. Ground run carried out. Eng. bay re inspected for oil leaks - none found satis. Aircraft return to be monitored and flown with instructor for 5 hrs.
201504793	14/04/2015		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)			250	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Passenger collapsed twice, Oxygen used.
201411704	22/08/2014	05:00	EGLL (LHR): London/Heathrow	En route				200	PAN declared due to passenger medical emergency. Paramedics attended aircraft on arrival.	

201410509	03/08/2014	08:07	Other	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to tail gearbox temperature warning.	Aircraft was approx 35nm from departure airfield said he had a technical problem and would like to return to the field. Due traffic behind at 3A I told him he could descend to 2A and route direct the field. Traffic behind at 3A was climbed to 4A. Pilot was asked if he was declaring an emergency in response to which he declared a PAN. He was then told to squawk 7700 and confirm SOB. As he had declared a PAN and I was wary of descending him unnecessarily he was told he could operate between the surface and 3A as required but he was happy to descend to 1A. When asked to confirm what they problem was he stated he had a tail gear box temperature warning. When asked he stated that he did not need any special handling at the field. As weather was poor he was cleared in SVFR direct the field NAB2A which was the most expeditious route, he read this back but when he copied the weather he elected to go for the ILS. Was climbed to 2A and transferred to INT, ADC were informed. Aircraft landed safely. INT helped by informing the watch manager about the PAN call. Watch manager helped by phoning tower to inform them. D&D phoned the sector a few seconds after the aircraft squawked 7700 to get details, they then called again to confirm the aircraft type and on this second call were told that if they had any further questions they should phone the WM directly. Due to low traffic
201501578	05/02/2015	15:54	EGLL (LHR): London/Heathrow	En route	Other			360	PAN declared due to passenger medical emergency.	
201501832	15/02/2015	14:33	EGPD (ABZ): Aberdeen/Dyce	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to landing gear indication fault.	Aircraft was downwind Left Hand for RWY34 at Alt 5000'. At 1433, East abeam the radar head he declared a PAN with an undercarriage fault indication. I requested more information and got a garbled reply. The best I could make of it was that when the gear was selected up, they had 3 greens. When the gear was selected down, they had a fault indication so weren't sure whether the gear was down and locked. I checked SOB, called the WM who carried out the alerting of D&D etc. I liaised with ADC and vectored the aircraft for the ILS. The aircraft landed safely at 1445. Full Emergency downgraded at 1446. Local Standby cancelled at 1451. □ Supplementary 15/02/15: □ Gear pins left in main gear. Aircraft parked at hangar, missed by engineers and flight crew. PAN declared.

201414908	21/10/2014	08:05	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to minimum fuel on approach during hold.	EAT's of 0814z and then 0815z given. Hold reached at 0756z. New EAT of 0820z given and MINIMUM FUEL declared - declaration ignored. Continued holding. Another EAT of 0822z issued, outside of holding ability and a PAN declared at 0805z Priority approach given.
201415477	03/11/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	
201306552	06/06/2013	18:50	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	EGPD (ABZ): Aberdeen/Dyce	EGPX : Scottish (FIR)				LH engine failure, MAYDAY and return.	LH engine torque sensor had been replaced earlier in the day of this report. Normal take-off and climb to 2000ft. LH torque gauge starting giving erratic readings fluctuating in the range 90% to 30%. A/c levelled off at 4000ft. Problem thought to be with EEC. Flight crew elected to return. A/c cleared to descend to 2000ft with manual control of engine. As LH power reduced LH engine torque reduced dramatically and a/c yawed to left. Engine shut down and MAYDAY declared for single engine approach and landing. Fire services escorted to stand where it was discovered that both LH main landing gear tyres had deflated due to brake temperatures reaching 400deg c. □ CAA Closure: □ Troubleshooting was carried out, which highlighted that the inter compressor bleed valve was at fault. The component was replaced and the defect was rectified. Any further deficiencies will be monitored through the Reliability Programme.
201303179	26/03/2013	05:20	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)	EGLL (LHR): London/Heathrow			Go-around flown by a B777 due to a closed runway which had hydraulic fuel on it from a preceding a/c. As low on fuel, PAN declared and landed without incident.	
201309404	29/07/2013	21:18	EGBE (CVT): Coventry	En route	EGTT : London (FIR)			360	PAN declared following a stall warning indication, with the aircraft being manually flown which was a result of an autopilot failure, .	Direct routing given.

201401716	13/02/2014	06:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			350	PAN declared due to cabin crew medical emergency. Suspected severe food poisoning. Paramedics requested to meet aircraft on arrival.	Cabin Crew member with suspected severe food poisoning. The flight departed without one cabin crew member who developed food poisoning during the evening before departure. Subsequently, one further cabin crew member developing symptoms of severe vomiting during the second half of the flight. Cabin crew member removed from the service to rest, resulting in only 5 cabin crew remaining in service. Nearing destination the decision was taken to request medical assistance to meet the aircraft upon arrival. Pan called made with London Control and Airport Centre advised.
201408756	29/06/2014	18:25	EGLL (LHR): London/Heathrow	LAM	EGTT : London (FIR)			0	PAN declared due to passenger medical emergency. Oxygen administered. Approach continued to land without delay. Paramedics attended aircraft on arrival.	
201502553	02/03/2015	12:53	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			200	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201502952	10/03/2015	07:10	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			340	PAN declared due to passenger medical emergency.	Paramedics required on landing.
201503154	13/03/2015	22:06	EGSS (STN): London/Stansted	En route	Other			250	PAN declared due to pressurisation issue.	Aircraft declared a PAN due to pressurisation problem. The a/c requested further descent. TC were informed and further descent was given. The aircraft was sent direct to LAPRA and was transferred to TC.
201503807	27/03/2015	14:15	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	At TOC, SCCM advised that a passenger required oxygen. It transpired that he had high blood pressure with "pins and needles" in his arm and he had lost (but regained) consciousness in flight. Cabin crew dealt well with the problem. PA made for doctor onboard. Doctor confirmed the passenger would need medical attention on landing. PAN declared. Normal landing carried out.

201503897	30/03/2015	08:15	Other	En route	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to nr1 engine fire warning.	Approximately 5 miles South West the A/C was observed in a tight left hand turn. Shortly afterwards the A/C declared a PAN with engine fire indication and requested a return. The PAN was acknowledged and the A/C issued with a VFR clearance to return via INV/L NAB 2A. This clearance was subsequently amended to route west of the OMM to join INV/L. The WM was informed and SOB was obtained. The crew were given the surface wind condition and asked which R/W was their preferred option. The crew chose the duty R/W34 and advised that they were single engine and would require a roll on landing. ADC was advised and replied that the A/C could join DWL R/W34. FIN was already on position and 2 inbound IFR A/C were instructed to hold at the ATF. The PAN A/C was informed that he was number 1 to land and asked if he could accept a frequency change. The crew confirmed that they could accept the frequency change and the A/C was transferred to ADC. The A/C subsequently landed safely. □ Supplementary 30/3/15: □ During cruise at approximately 40 NM the number 1 fire warning illuminated momentarily and subsequently intermittently. This occurred several times and the crew decided it was a spurious warning however, it was decided to shut the engine down but not fire the extinguishing bottle. A Pan call was issued.
201504078	31/03/2015	19:25	EGLC (LCY): London city	EGLC (LCY): London city	EGTT : London (FIR)	EGSS (STN): London/Stansted			Go-around flown due to windshear followed by PAN call and diversion after gear warning.	At 1847, aircraft inbound went around due to windshear. When the pilot retracted the gear, he had a warning light showing the gear as not being fully retracted. The pilot asked to go to hold at Spear whilst the crew carried out their checks. At 1920, he said he wanted to divert. He stated, although he had the warning light, that he was confident the gear would function properly allowing him to make a normal landing. The GS Airports requested the diversion, which was refused due to them not having the handling capability. As a consequence of this, the pilot immediately declared a Pan and then proceeded to make an approach into diversion airfield.
201504797	18/04/2015		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Passenger with chest pains.

201505242	18/04/2015		EGPF (GLA): Glasgow	EGPF (GLA): Glasgow	EGPX : Scottish (FIR)				Aircraft developed a rough running engine when power was applied to climb from 2000ft to 3000ft. PAN declared and aircraft returned.	The controller acknowledged this report and as full power was applied (Mixture Fully Rich) to climb, the aircraft made a loud mechanical banging noise and then developed a rough running engine. The Pilot immediately levelled off at approximately 2500ft and checked the engine instruments in an attempt to diagnose the cause of the rough running engine, all temperature and pressures were within normal operating limits and as he was unable to immediately identify the cause of the rough running engine he made a rate one 180 degree turn back towards the CTR which was approximately 5NM North. Once the turn was complete the pilot declared a PAN and transmitted to Radar on 119.100 a request to immediately re-enter the zone and return directly to the runway 05 as the aircraft was experiencing a very rough running engine. Approach immediately cleared the aircraft into the not above 2500ft VFR for 05, No1. The Pilot continued to have full control of the aircraft during the 13NM flight back, the aircraft engine was running rough but the aircraft was able to maintain 120KTS and hold altitude at approximately 1500ft throughout the approach with all temperature and pressures within normal operating limits. The aircraft
201505441	27/04/2015	17:41	EGMC (SEN): Southend	EGMC (SEN): Southend	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Prior to unloading, Captain declared a PAN call for paramedics to attend A/c.
201416034	14/11/2014	09:42	CYQX (YQX): Gander/Intl, Nfld.	En route	EGTT : London (FIR)				PAN declared and aircraft returned due to loss of nr4 engine.	At time 0944 the aircraft declared an emergency and advised that they were shutting down number 4 engine and requesting to return to departure airfield. Aircraft descended to FL210 and from present position routed direct. No traffic to affect.
201500306	10/01/2015	09:08	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency.	Oxygen administered and doctor on board assisted. No paramedics present when aircraft landed so upgraded to a MAYDAY call. □ Supplementary 17/03/15: □ NATS investigation concluded that all ATC procedures were followed correctly.
201503425	19/03/2015	13:50	EGGW (LTN): London/Luton	EGGW (LTN): London/Luton	EGTT : London (FIR)				PAN declared due to passenger (infant) medical emergency. Paramedics met the aircraft on arrival.	

201302107	28/02/2013	09:32	Other	EGPB (LSI): Sumburgh	EGPX : Scottish (FIR)	EGPB (LSI): Sumburgh				Following weather diversion, PAN declared on approach due to fuel state.	A/c departed for destination at maximum take-off weight with sufficient fuel for diversion. Weather at destination well within limits at departure. No visual contact with destination during approach, missed approach and diversion initiated. During flight to diversion stronger than anticipated headwinds encountered resulting in higher than expected fuel consumption. On transfer to tower a/c declared PAN due to fuel state.
201308432	12/07/2013	14:20	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			120		PAN subsequently upgraded to MAYDAY declared due to fire indication in forward cargo hold.	PAN upgraded to MAYDAY on contact with ATC tower. Aircraft landed on R/W27L and evidence of fire was reported. Both runways were closed due to a separate incident on R/W09R
201408669	30/06/2014	22:25	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)					PAN declared due to passenger medical emergency. Oxygen administered. Paramedics attended aircraft on arrival.	
201405772	09/05/2014	12:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)					PAN declared due to passenger medical emergency.	Priority landing given and paramedics met the aircraft shortly after arrival.
201400015	01/01/2014	12:50	EGLL (LHR): London/Heathrow	En route				390		PAN declared due to passenger medical emergency.	PAN declared for a medical emergency after consultation with medlink. Elderly passenger taken ill in latter stages of flight and medical emergency declared.

201411887	27/08/2014	23:55	EGSS (STN): London/Stansted	EGSS (STN): London/Stan sted	EGTT : London (FIR)				PAN declared on approach due to hydraulic failure.	I was controlling in the AIR position in ADC layout when aircraft checked in on frequency and was instructed to continue approach. When the aircraft was at approximately 4nm, the aircraft was given landing clearance which was read back along with a 'PAN PAN' declaration relating to a hydraulic failure of the 'green system'. I checked with the pilot if he still intended to land of this approach, which he replied 'yes' and that they were unlikely to be able to vacate the runway. A full emergency was initiated on the 'Emergency' line and I also called FIN on the priority line to recommend other aircraft be broken off approach. Aircraft landed safely and started to vacate but was unable to completely. RGR1 closed the runway. Aircraft slowly tried to taxi beyond the stopbar in order to vacate the runway, which they did after consulting with FIRE 1. The runway was re-opened. The full emergency was downgraded to a local standby and aircraft was towed to stand. The local standby was stood down. □ Supplementary 17/08/14: □ During the climb, the PF noticed a significant drop in the Green hydraulic quantity indication and monitored this drop until TOC. Once in the cruise the fluid
201502699	03/03/2015		EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger injury. Passenger fell off bar stool and injured her back.	Ice packs administered. Paramedics requested to meet the aircraft on arrival.
201505361	26/04/2015	07:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	A passenger developed chest pains and after discussions with medlink and doctor on board, a PAN was declared for arrival.

201414441	15/10/2014	21:25	EGAA (BFS): Belfast/Aldergrove	En route	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		80	PAN declared and aircraft diverted due to flames observed from Nr1 engine.	Whilst operating as the combined East Bank Tactical and Planner I received a call from aircraft declaring "PAN PAN, PAN PAN, PAN PAN". I then requested the aircraft pass his message and was informed that the flames had been observed coming from the left hand number one engine and as such a precautionary shut down of the engine had been performed. The aircraft requested vectors for a diversion and I issued a heading instruction of 220 degrees. I then called approach to inform them of the issue and also informed my LAS of the PAN call. With my LAS in attendance on the sector I placed the RT on speaker and confirmed with the aircraft which engine had been shut down, what length of final approach was required and if an approach for runway was being requested as other runway was in use for landing. The pilot confirmed the number one engine shut down, that he would take an approach for either runway and a minimum 7nm final was required. This information was passed to radar. The aircraft was observed descending from the cleared level of FL80 but I did not think it a priority to question this before the aircraft requested descent. I issued a descent clearance to 5000ft (there were no pending departures on either
201414459	12/10/2014	07:03	EGLL (LHR): London/Heathrow	En route	EISN : Shannon (FIR)			330	PAN declared due to passenger medical emergency.	
201415117	26/10/2014	16:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			360	PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201415863	11/11/2014		EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	

201415258	28/10/2014		EGPB (LSI): Sumburgh	En route	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to windshear.	In cruise 130kts level when severe wind shear encountered, Vne exceeded and aircraft climbed against ALT mode. Power reduced and cyclic moved aft to contain speed, A/C speed slow to respond to correction and observed Nr rising to upper limit. Speed reduced to Vy and T's and P's checked and normal. As Vne seen to have been significantly exceeded, PAN declared and aircraft recovered VFR at airport at reduced speed. Wind shear estimated to have been from 200/50 to 330/10. Aircraft shut down for engineering investigation. The aircraft was checked after landing and conducted some checks prior to an Airtest. The checks found something but it was unrelated to the wind shear incident. The aircraft also went onto close monitor for some metal found in the mast chip detector. But nothing was either fixed or replace as a result of the wind shear. □ Supplementary 28/10/14: □ At time 0730, while already dealing with another PAN call, the aircraft came on frequency on handover from INT slightly later than the usual handover point, as the previous sector were keeping traffic to assist with the ongoing emergency. On first call, just overland, pilot advised me they had been hit by windshear and were now descending back to the assigned level of 3000 feet (Mode C showed 33). Shortly after that they advised me that they could be dealing with further
201415801	10/11/2014	11:25	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			120	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201417780	21/12/2014	12:00	EGKK (LGW): London/Gatwick	En route	Other			380	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201417963	29/12/2014	13:45	KLAS (LAS) [LAS]Las Vegas,Nv/Mc Carran Intl	En route	EGTT : London (FIR)				Serious Incident: PAN declared and aircraft returned due to right main landing gear partially extended. Damage TBA. TBA POB, no injuries. Subject to AAIB Field investigation.	

201417862	23/12/2014	08:35	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				MAYDAY declared due to smell in flight deck.	Whilst on a downwind heading with 18nm from touchdown, aircraft asked for a prioritised approach due to a smell of chemicals in the cockpit. I passed his distance from touchdown and asked if he was declaring an emergency. The pilot declared a MAYDAY and I proceeded to break off the aircraft ahead to ensure a sterilised runway.
201414019	05/10/2014	12:00	LPPR (OPO): Porto	EGNR : Hawarden	EGTT : London (FIR)				PAN declared and aircraft returned due to 'rear engine bay overheat' caption.	At approximately 1200z MJT1G called a PAN PAN and was instructed to squawk 7700. Pilot reported a "rear bay over-heat" and requested to return. A planner was called and made all the calls to facilitate this and the aircraft returned with no further issues reported. The events described have not been checked for accuracy against the appropriate Radar and RTF recordings. □ Supplementary 05/10/14: □ Local standby initiated due to return of aircraft with a rear bay overheat caption. On advice of the type of emergency from the handling engineers, this was upgraded to a full emergency at 1210. The aircraft landed safely at 1213. □ Supplementary 06/10/14: □ Aircraft departed at approx 12:59l following maintenance. Returned shortly after - pilot declared a PAN situation. Reason for return was a rear bay over heat warning. Aircraft landed and airport fire service escorted aircraft back to maintenance hangar on apron. Following a de-brief with the crew, they informed me that the overheat warning extinguished following the bleed air being switched off. No fire was detected. Investigation detected bleed air escaping from a duct. The duct in question revealed a sleeving
201416424	23/11/2014	10:00	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared due to passenger medical emergency.	

201501368	03/02/2015	21:38	EGLL (LHR): London/Heathrow	SBGR (GRU): Sao Paulo/Intl Guarulhos Sp	SBBS : Brasilia (FIR)				Landing gear could not be selected up.	On the call of " positive rate ' the landing gear lever could not be moved past the off position and hence the gear could not be retracted. The autopilot was engaged and the departure continued to be flown. The weather was poor in the area with significant Cb activity. ATC did not respond to a PAN call or the subsequent MAYDAY call. A second attempt to select the gear up was attempted and although there was some resistance around the off position, the gear lever was moved to the up position and the gear retracted normally. No EICAS messages were received during this event. Once the gear had been successfully retracted, two status messages remained, Gear Disagree and Gear Monitor. The flight continued. Maintrol were contacted by SAT phone enroute. ATC was very poor with no acknowledgement of the PAN or MAYDAY calls which combined with the weather and terrain in the area was less than ideal.
201502062	19/02/2015	06:30	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency. On board doctor assisted. Passenger was placed into the care of paramedics on arrival.	
201502832	08/03/2015	13:00	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared due to passenger medical emergency.	
201503252	16/03/2015	09:40	EGLL (LHR): London/Heathrow	En route	Other			310	PAN declared due to passenger medical emergency.	
201503598	23/03/2015	10:35	Other	En route	Other	EGHH (BOH): Bournemouth/Hurn		370	PAN declared and aircraft diverted due to passenger medical emergency.	

201503937	27/03/2015	12:03	United Kingdom	EGNC (CAX): Carlisle	EGTT : London (FIR)				PAN declared due to rough running engine.	Microlight with two POB declared a PAN due to a rough running engine. The reporting controller acknowledged the PAN and asked the pilot his intentions offering an immediate return which was accepted by the pilot. Another aircraft that had previously been given clearance to join the circuit from the North, was instructed to turn away from the airfield and remain clear. The Controller declared a full emergency to all ground departments. The aircraft landed safely and was happy to taxi to the apron. The RW was inspected and declared back in service.
201504081	01/04/2015	15:30	EGLL (LHR): London/Heathrow	En route	Other				PAN declared due to passenger medical emergency.	Medical PAN declared. Elderly passenger exhibiting signs of heart trouble.
201504396	07/04/2015	11:52	EGPN (DND): Dundee (Riverside Park)	En-route	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to engine indication warning.	The affected aircraft was in the climb to FL190 when the pilot called 'PAN PAN' with engine indication. The pilot requested return to place of origin and was instructed to squawk 7700. The aircraft was given descent to FL130. Planner called for and arrived speedily. Planner spoke to airport of origin who gave FL75. The aircraft descended to FL75 and the controller asked what the problem was. The pilot said it was a problem with the left engine, which he was switching to idle. The controller tried to pass this to the originating airport but couldn't get through. The aircraft was transferred to the airport at 1157 and landed 1212. □ Supplementary 07/04/15: □ I was advised by radar that the aircraft had made a PAN call due to an engine fault indication and was diverting back to departure airport. Full emergency procedures at the aerodrome were initiated. A subsequent update from radar advised that the LH engine had been shut down and there were two POB. Aircraft landed safely at 12:12. □ Supplementary 07/04/15: □ I was providing on the job training when my trainee and I noticed the subject aircraft, which had recently departed and transferred, change squawk to 7700. The controller reported the aircraft was suffering a problem with its port engine and the pilot had elected
201504926	15/04/2015	05:05	EGLL (LHR): London/Heathrow	En route	Other			360	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	

201505255	21/04/2015		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			360	PAN declared due to nr2 engine failure.	
201505316	23/04/2015		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			100	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Passenger had a suspected heart attack. PAN declared.
201505437	27/04/2015	19:40	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				MAYDAY declared due to single engine failure.	I was doing TC SE, bandboxed including BIG, TIMBA, SE LOW and SE COORD as there was no coordinator position open at the time. At approx. 1945Z aircraft checked on to my frequency inbound and with his very first transmission he declared MAYDAY, saying he had single engine failure. He told me to standby so I acknowledged his Mayday, called the GS and continued to run the sector. Another controller came over to take the a/c on a discrete frequency - after 3 minutes or so I asked the pilot if he could take a freq change and he said yes, and from that point on he spoke to colleague on 120.175. I was too busy at that point to over hear anything that he said on loudspeaker but I believe he had decided to hold at TIMBA to work out his problem. □ Supplementary 29/04/2015: □ Engines went to idle at top of descent. After a few minutes numerous EICAS cautions and right engine parameters all lower than operating left engine. No thrust increase when thrust lever advanced. Left engine seemed to be in a sub idle mode but with increasing EGT. Left engine shut down from QRH. Single engine landing a with fire service in attendance. Shortly after commencing descent with both engines at idle numerous EICAS caution
201505955	06/05/2015	09:50	LTBS (DLM): Mugla/Dalaman	United Kingdom	EGTT : London (FIR)	United Kingdom			Disruptive passenger.	A/c requested diversion due to violent passenger on board. PAN declared. □ Restraint had to be used with the assistance of several male passengers and police met the aircraft on arrival.

201506096	08/05/2015	05:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			240	PAN declared due to fumes in flight deck.	Fumes in the cockpit with both pilots on oxygen and a descent requested. I descended the A/C to FL 150 and got the A/C to squawk 7700. On further questioning the pilot stated that they believed the fumes to be coming from the air conditioning unit with possible oil ingestion being the cause. At this point one pilot had come off oxygen and one remained on it. POB was declared as 7 crew (incl pilots) and 155 passengers making a total of 162. Terminal control and D and D were informed - the pilot stated that no special handling would be needed for landing or for taxiing thereafter. Therefore we continued with normal handling but continued as a PAN. □ Supplementary 8/5/15: □ Passing approx 8000 feet in climb captain notes and communicated an unusual odour. Sweet smelling and oily. Dissipated quickly. Few minutes later the odour returned and was noticeably stronger, causing throat irritation. First officer then commented on the odour and noted a light headed sensation. □ Oxygen masks donned and smoke drill actioned. PAN declared. Turning pack 1 off reduced the fumes but pilots remained on oxygen. Destination only 20 mins away by time drill completed so landing made there. Cabin crew had no odours and no comments from passengers. As a result NITS deemed unnecessary and cabin crew briefed for normal landing. Pilots and crew checked in regularly to monitor situation.
201301128	03/02/2013	17:18	EGGW (LTN): London/Luton	En route	EGTT : London (FIR)			340	PAN declared and a/c given expeditious approach due to fumes (electrical burning smell) in the galley/rear of cabin.	Rear galley C/Bs pulled to isolate power. A/c landed safely with emergency services in attendance. Brewers in rear galley replaced by engineers.
201306431	03/06/2013	21:31	EGNM (LBA): LEEDS BRADFORD	En route	LTBB : Istanbul (FIR)			360	PAN declared due to loss of LH hydraulic system.	Approaching FL360 in climb, 'L Hyd Qty' EICAS message shortly followed by 'L Hyd Sys Press'. QRH actioned and Ops informed. Prior to descent the PAN was declared and emergency services requested to meet a/c. Approach and landing were normal. After landing, status message 'Power transfer unit' annunciated and flaps would not retract, also due to lack of nose wheel steering, the a/c was towed to stand.

201505633	30/04/2015	12:00	EGPD (ABZ): Aberdeen/Dyce	En route	EGPX : Scottish (FIR)			200	MAYDAY declared due to APU fire indication.	Pilot called mayday at 1806 approx. saying that he had a fire indication in the APU and although it had been extinguished and there was no further fire indication he was declaring as a precautionary measure. I clarified that in all other respects the flight was operating normally and that he was happy to continue inbound to land. I spoke to approach controller to update him on matters, confirmed that there were two souls on board and transferred the flight to him. During the initial conversation with the pilot it seemed that there had been a maintenance issue with the APU and that the "engineers" had asked the crew to start it up during this positioning flight.
201303431	30/03/2013	08:25	EGKK (LGW): London/Gatwick	EGNM (LBA): LEEDS BRADFORD	EGTT : London (FIR)			190	PAN declared. Nr1 engine N1 gauge fluctuating. A/c returned.	During cruise at FL190 it was observed that nr1 engine N1 gauge was fluctuating between 85-91%, with all corresponding related figures likewise. Autothrottle was disconnected but symptoms persisted. PAN was declared as flight crew did not have complete control of the engine. A/c returned and no further fluctuations observed.
201409146	02/07/2014	14:31	EIDW (DUB): Dublin	EGCC (MAN): Manchester/ ntl	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		240	PAN declared due to cracked window. Aircraft diverted.	Aircraft was maintaining FL240 heading North West on his own navigation when he called pan pan pan (cracked window) and requested immediate descent to FL100. The pan was acknowledged and he was given initial descent to FL200 and asked to squawk 7700. After quick coordination with the sector below he was given descent to FL100. His intentions were then asked and he requested to divert. This was coordinated with the WAL sector and the diversion messaged was placed by the assistant. The aircraft was able to take a frequency change and was transferred to the WAL sector 128.050. The WAL sector then subsequently coordinated with and the aircraft was transferred to approach.
201416085	16/11/2014	02:30	EGLL (LHR): London/Heathrow	En route	Other			360	Disruptive passenger caused damage to door. PAN declared.	Passenger became disruptive, exhibiting psychotic behaviour. Suspect drug related. Passenger kicked and damaged a lavatory door, causing other passengers distress. Medical Pan declared on arrival.

201504124	03/04/2015	10:05	CYTR (YTR): Trenton Cfb, Ont.	EGPK (PIK): GLASGOW PRESTWICK	EGPX : Scottish (FIR)			220	PAN declared and aircraft returned due to fuel leak.	Aircraft called an emergency approx. 1005 UTC approaching the 10W boundary. He declared a fuel leak & requested immediate return. I issued the emergency squawk and turned him toward a ten mile final for runway 12. D&D rang for details, we complied. After ascertaining whether the a/c was carrying hazardous cargo (he was not) I offered him an alternate seeing as it was closer. Pilot told me he wanted to return. Diversion put in, all necessary coordination done timely with the help of my planner. Descended a/c when he asked, and handed over to destination 40 miles away.
201503943	31/03/2015	08:34	EGPC (WIC): Wick	SMOKI	EGPX : Scottish (FIR)			120	Engine shutdown and MAYDAY declared after flames seen underneath the rear of nr1 engine (Jet Pipe).	Aircraft reported levelling at FL120 and requested immediate recovery. I asked the pilot if he had a problem to which he declared a MAYDAY. I instructed the pilot to squawk emergency, gave him his own navigation for immediate return and confirmed the runway in use. The pilot stated that flames had been reported at the exhaust of the number one engine and reported that he had a total of 8 POB. D&D were informed. The pilot accepted a descent to FL90 and was transferred to radar at 0839Z. □ Supplementary 01/04/15: □ Approaching FL 120 to cruise CA called and reported a PAX had reported seeing flames underneath the rear of No1 engine (Jet Pipe). CA confirmed she had seen this too. FO asked to go back and verify the report (with a/c in the hold) - there was no fire warning. On returning to flight deck he confirmed the report. A return requested and a mayday declared, problem stated as an engine fire. Number 1 engine shut down. Cabin Attendant called told a precautionary shut down carried out and asked if flames still seen, both fire bottles shot into Number 1 engine. ATC informed that fire has been seen from Underneath rear of Jet pipe but no indications in flight deck and engine shut down. Emergency check list

201506079	07/05/2015	10:55	KDFW (DFW) [DFW]Dallas-fort Worth,Tx/Dallas/Fo rt Worth Intl	En route	EGPX : Scottish (FIR)	EGPF (GLA): Glasgow		340	MAYDAY declared due to nr2 engine failure. Aircraft diverted.	Aircraft was passing Tiree heading for GOMUP for his ocean crossing. He called a mayday stating the loss of an engine and his wish to divert. He also commenced an unannounced descent. I advised him to make a left hand turn and set course direct. I ascertained he was descending to FL220 and called for a planner. The pilot then informed us it was the right hand engine and there were 172 souls on board. Once he had looked to be steady in his descent and track I suggested that if he required a nearer diversion airfield 100nm away. We obtained the weather and passed it to the pilot who requested radar vectors for the ILS. I put him on a heading of 080 to take him downwind right hand and coordinated FL160 with Westcoast sector. I then transferred him to the Westcoast frequency who in turned transferred him.
201309044	20/07/2013	20:45	EGKK (LGW): London/Gatwick	En route	United States of America			330	Nr1 engine stall. MAYDAY declared. Aircraft returned	ECAM caution 'Eng 1 stall' associated with audible bang. Nr1 thrust lever retarded. MAYDAY declared, aircraft diverted. Perceptible odour on flight deck consistent with abrasion of rub strip which quickly cleared. Engine self recovered, ECAM self cleared. MAYDAY cancelled. Normal overweight two engine landing made. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Investigation run parallel with engine manufacturer determined that an IP compressor blade tip rub event had occurred, causing the engine to stall. Extensive borescope performed with no damage found and the a/c was released to service. The engine has performed approximately a 1000 hours since the event with no further occurrence. The engine was inspected in accordance with the trouble shooting manual with no damage noted and returned to service with a borescope inspection due within 5 cycles. Three days later this borescope was performed with no findings. All data was sent to engine manufacturer for investigation and a report was issued summarising that the event was caused by a combination of turbulence and compressor tip rub. This type of tip rub surge event is a known issue on low life engines and the manufacturer does not recommend any further action.
201316620	22/12/2013	12:30	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared on ground due to passenger medical emergency.	Paramedics attended the aircraft.

201400931	27/01/2014	07:09	LFPO (ORY): Paris Orly	Not specified	Other			380	B757 at FL380 descended to FL330 after declaring a PAN lost procedural separation with other traffic at FL370.	B757 was on track "U" maintaining F380 and 2 minutes east of 30W (time 0709). He requested F340 due "LOW FUEL TEMP". Controller probed the flight and found 2 aircraft at F370 that affected his descent to F340. He was told unable descent due traffic.10 minutes later he requested lower again and as the situation had not changed he was told again unable lower due traffic. At this point controller looked at exactly where his traffic was and found it to be faster behind by 8/9 minutes and faster ahead by 6/7 minutes both at F370. Reporter was considering giving him immediate descent as the separation was "at its best" at this time. At 0721 he declared a PAN and advised he was descending to F330 and 15 right of track. As controller knew exactly where his traffic was aircraft was advised to remain on TRACK U and descend to F330 , report passing F360. He was also told that his nearest traffic was approx 40miles away and maintaining F370. Controller got a passing F360 from Ballygirreen and advised the adjacent sector.
201502027	18/02/2015		EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Paramedics called to meet the aircraft on arrival.

201505547	29/04/2015		EGSS (STN): London/Stansted	EGSS (STN): London/Stansted	EGTT : London (FIR)				PAN declared after disembarkation due to increasing electrical burning smell. Flight crew and cabin crew illness resulted (sore throats and headaches).	On disembarking, crew noticed a slight electrical burning smell throughout cabin and in f/d. CM and No4 liaised and No4 popped into f/d to advise them of smell. CM called rear of a/c to check if they could smell burning and yes they could. We disembarked all pax and smell in cabin and flight deck became noticeably stronger. Captain declared an emergency to ATC, fire brigade appeared to check a/c and engineers also. Crew were advised to be prepared to rapidly disembark a/c. F/D both had sore throats, all cabin crew had sore throats, headaches and No3 still feels nauseous even now back in crew room 1.5 hours later. □ Supplementary 29/4/15: □ As final Pax were disembarking the aircraft a strong smell of possibly acrid possibly electrical burning was noticed on the flight deck and in the cabin. the smell became more severe after last pax left the aircraft and due to possibly burning in nature a PAN was declared and fire service called to the aircraft. Over the next 50 mins the smell repeatedly returned but engineers and fire service could not find the source. The APU was running throughout and final speculation was that the source of the smell may be from the air conditioning, fed buy the APU. The
201505956	06/05/2015		EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)		90	MAYDAY after missed approach and rudder deflection. Diversion carried out due to crosswinds out of limits.	Aircraft who did a go-around due to cross wind, reported when back on my frequency as INT N that they had a rudder deflection issue and the cross wind was greater than the aircraft could accept. They wished to hold for a time to sort out the technical problems and would consider to divert to another airfield. I climbed the aircraft into the LAM hold and it was after this time that the aircraft declared an 'emergency' which my support controller acknowledged as a 'Mayday'. This was not debated by the crew. They were on radar vectors into the hold when we offered them the met and runway information which they accepted and requested a diversion to. After co-ordination, the aircraft was transferred to TMA N for sequencing. The aircraft landed safely.	
201401213	03/02/2014		EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.	

201315638	29/11/2013		EGPD (ABZ): Aberdeen/Dyce	North Sea	EGPX : Scottish (FIR)				Flight Data Computer failure.	Whilst on deck a 150ft discrepancy was noticed between P1 and P2 altimeter. After discussions it was assumed there was a possibility of a Flight Data Computer (FDC) failure. It was not possible to remain on the rig as the weather conditions were now out of limits. Passing 200ft in climb one VSI showed 1500ft/min Rate of Descent (ROD) whilst the other showed 1500ft/min Rate of Climb (ROC). SMD indications also showed 'CHECK ATT and 'CHECK VNE', this was followed by the disengagement of AFCS 1 and 2 and FDC disc. Check of checklists confirmed that this was a FDC failure. PAN declared. □ CAA Closure: □ Root cause was found to be the P1 Standby static system knob in incorrect position (mid position between normal and emergency). Knob re-positioned and all indications now normal. Air-test carried out satisfactorily. It was noted the a/c type has H-1 H-1 mod for cover over selector that has been removed. Instruction to be issued to replace. Flight Ops to review check list for position of standby selector.
201403262	18/03/2014	20:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			320	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201403375	20/03/2014	19:53	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201413192	17/09/2014	04:00	EGLL (LHR): London/Heathrow	En route	Other			400	PAN declared due to cabin crew illness/incapacitation.	Crew member removed from safety related duties for the remainder of the flight. Paramedics met the aircraft on arrival.
201502497	01/03/2015	08:40	EGKK (LGW): London/Gatwick	En route	Other				PAN declared due to passenger medical emergency.	
201413608	25/09/2014	07:20	EGKK (LGW): London/Gatwick	EGKK (LGW): London/Gatwick	EGTT : London (FIR)			130	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201415300	30/10/2014	01:00	EGGW (LTN): London/Luton	En route	EGTT : London (FIR)	EGSS (STN): London/Stansted		90	PAN declared and aircraft diverted due to low fuel following low RVR.	Aircraft inbound advised, due to the low RVR, that he couldn't land and wanted to divert. Airport were unable to accept the aircraft due to there being no handling agent. This was the same at other airport which was his other alternative, and both airports could only accept the aircraft if the pilot declared an emergency. After exhausting all options and other airfields in the vicinity, the pilot declared a PAN for low fuel and he wanted to land. I acknowledged the PAN and vectored the plane towards RWY. Shortly after this, tower phoned to advise that a handling agent had been arranged for him, so I vectored the aircraft back where he made an approach.
201415804	10/11/2014	11:10	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			400	PAN declared due to Engine Surge R caution at top of descent.	ENG EEC R 1 status during cruise. ENG SURGE R caution at TOD as throttles retarded to idle. Message blanked during descent as throttles retarded to idle. Thrust exercised to 30 TPR during initial descent. Levelled at fl250 and exercised right engine to full thrust and back to idle. No engine abnormal indications during test but primary engine indications showed mismatch following this (7 TPR on left and 12 on right). ENG SURGE R checklist carried out. Elected to run right hand engine at idle and carry out precautionary single engine autoland. PAN call declared at FL250. Standard flap 20 single engine approach carried out for normal landing with right hand engine at idle throughout. Normal taxi in. Pax informed that we had a minor technical issue and fire services would attend once on the ground. Fire chief told no further action required and taxied onto stand. □ Supplementary 11/11/14: □ Aircraft declared a PAN due trouble with his number 2 engine. The pilot requested an autoland as well as time in the hold to configure the aircraft. The details were passed to other controller, whom the aircraft was transferred to at FL120 in the hold. The previous sector controller had been informed by the pilot that he had a surge in the engine power in that engine. □ CAA Closure: □ During investigations, evidence suggested that the
201416025	14/11/2014	09:43	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heat hrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	As approach commenced, cabin crew called informing us that a passenger was vomiting blood. Pan declared. Normal landing.

201500867	22/01/2015	12:21	Other	En route	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to Alternating Current (AC) generator failure.	Approx 40 NE aircraft called a PAN with an EC Generator fault and requested a diversion back (a/c departure point). Aircraft was given a L or R turn back to the a/d. Having turned towards aircraft was requested to squawk 7700 and report SOB (16). Aircraft requested a descent in about 10 miles so a clearance to descend was issued when ready. Aircraft was later given the Wx and a VFR clearance to enter CAS. Aircraft landed safely on RWY. No other a/c were delayed. □ Supplementary 22/01/15: □ No.1 AC Generator Fail. Actions iaw EOPs & RTB. □ Supplementary 24/01/15: □ UTC radar informed ADC that aircraft was declaring a PAN due to EC generator failure and was returning. A full Emergency was declared as per local instructions. The helicopter landed safely and taxied without incident to terminal to drop off passengers before returning to operator hangar to shut-down.
201503376	18/03/2015	18:15	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			350	PAN declared due to falling tyre pressure on nr2 wheel (left main gear).	Before departing, the tyre pressure on No 2 wheel was lower than normal. The local engineer was called to visually check the tyre and re-inflate the tyre to the normal value. A normal take-off and departure was carried out. Just before top of climb, the same tyre pressure was observed to be lower than the rest of the main tyres and still falling, and after approx 90 mins, an EICAS tire pressure message appeared. Maintrol and OPS contacted via ACARS. Cabin crew briefed regarding technical problem and of the plan for a normal approach and landing. CSD was informed of intention and nature of the problem and that a precautionary normal landing would be made, but emergency services may be in attendance. All the crew were informed of the situation and were asked for any questions they may have had. ATC contacted and informed of PAN and nature of problem. ATC very helpful and brought in for expeditious approach. Normal landing made and aircraft vacated runway. Fire Services were in attendance. Aircraft stopped on taxiway and visual inspection of wheel area was carried out. Flight Crew were given the all clear and aircraft continued to stand 538. Passengers were informed approximately 20 minutes before landing of the technical problem and reassured of a successful outcome. □ Supplementary 18/03/15: □

201503659	24/03/2015	02:00	EGLL (LHR): London/Heathrow	En route	Other			370	PAN declared due to passenger medical emergency.	
201504468	08/04/2015	06:32	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to flap drive issue.	Intermittent flap drive problem leading to a Pan being declared. Flap issued resolved, and Pan subsequently cancelled during approach. Normal autoland.
201504059	01/04/2015	16:23	EGHH (BOH): Bournemouth/Hurn	EGNS (IOM): Isle Of Man/Ronaldsway	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway		90	MAYDAY declared due to decaying airspeed indications caused by iced pitot tube.	The reporting Controller had just taken over as ANT T+P at a busy period. The aircraft in question had not formally checked in on frequency, but it was suspected he had transmitted across another aircraft. The Controller made a call to see if he was on frequency and he responded level at FL90 requesting immediate descent due to a decaying airspeed and frozen pitot. The Controller immediately called the off going controller back to act as a planner. The aircraft was given descent to FL70 and subsequently FL50. This was co-ordinated with the nearest airport who were advised of his emergency and the possibility of diversion. Weather for this airport was obtained and distance passed on several occasions. The aircraft was asked to squawk 7700 and a MAYDAY was declared on his behalf. Mode S was giving no IAS readout and the GS was about 200kt (due to very strong westerly winds approx290/70) so the Controller considered it pointless to pass him this GS information. Further descent was requested and given to 3A on QNH1018. The aircraft was handed over at 1630 at 15nm WNW of its diversion destination. The aircraft subsequently broke cloud and diverted, landing 1640.
201300441	18/01/2013	15:25	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to flaps taking longer than normal to deploy.	An EICAS 'TE flaps disagree' message had occurred at the beginning of the flight and, although still functional, the flaps were slow to deploy on approach so increased spacing was required and a PAN call made to ATC. □ CAA Closure: It has not been possible to prove conclusively what caused the event. Troubleshooting on the ground indicated low tension in flap cables WFA and WFB. The cables were adjusted and no further faults were seen in 10 days. The fault then recurred and further troubleshooting showed that the nr8 flap position transmitter was out of adjustment at flaps 20. The transmitter was adjusted and there have been no further events in 77 sectors.

201418072	29/12/2014	11:11	EGTF : Fairoaks	EGHR (QUG): Chichester/Goodwood	EGTT : London (FIR)	EGHR (QUG): Chichester/Goodwood			PAN declared and aircraft diverted due to smoke in cockpit.	(APP and LARS West bandboxed) aircraft under a basic service calls PAN PAN, smoke in cockpit, 6 miles north east. Pilot informed of position and declares diverting. Pilot assisted with suggested track. D&D, planned destination and diversion all informed.
201417950	27/12/2014	12:01	Other	En route	EGPX : Scottish (FIR)				PAN declared and aircraft returned due to lightning strike.	Aircraft outbound reported a lightning strike and requested immediate descent and return. I acknowledged the report and advised of no known traffic to affect. Aircraft reported systems appeared normal and declared a PAN. I acknowledged the PAN and instructed aircraft to squawk 7700. I handed over the sector to the next controller. □ Supplementary 27/12/14: □ Aircraft was cruising at standard outbound altitude of 3000ft, intermittent IMC with light rime ice. Main structure of cloud was Scattered Cu with bases at approx 1500ft and tops estimated at 5000ft. Aircraft was intermittent IMC in typical 'good outside showers' weather. Some showers became evident on radar approximately 15nm ahead of the aircraft but were tracked crossing left to right with no 'red centres' outside 2-3nm. Aircraft track appeared to pass safely around the radar showers. At approximately 042-ADN-116nm, whilst intermittent IMC, the crew were aware of a flash and a sharp 'tap', which was audible above the background noise of the aircraft. Both crew immediately agreed that a possible lightning strike of the aircraft had occurred and immediately checked all systems for correct and safe operation. No failures or sub-optimal operations on any system were detected,
201417930	25/12/2014	01:35	Unknown	En route	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl			PAN declared and aircraft diverted due to oil pressure fluctuation in one engine.	Aircraft called PAN with oil pressure fluctuation in one engine, diverting. 7pob. Tower, Watch Manager and London D&D informed (Nb D&D line u/s after initial called ended). The aircraft was identified by ident feature and cleared direct to VFR, and transferred to Tower with field in sight. LSB initiated, acft landed shut down one engine and single engine ground taxied to stand with follow me vehicle.
201413857	30/09/2014	09:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			100	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201500580	15/01/2015	20:05	EGLL (LHR): London/Heathrow	LEBL (BCN): Barcelona	LECB : Barcelona (FIR)			240	MAYDAY declared and aircraft returned due to fumes in the flight deck. Cabin crew confirmed smell.	In the climb out, both pilots independently smelt fumes. Captain asked cabin crew if there was anything unusual. They confirmed that they could smell fumes. Flight crew donned masks and carried out appropriate drills IAW Smoke/Fumes/Avncs Smoke QRH. MAYDAY declared and return to departure airport initiated. Normal landing. Inspected by fire crew once on stand. Passengers disembarked normally - via steps.□ Supplementary 16/01/14:□ Heard a unusual noise and strange sensation under my feet in fwd galley. As I was to contact Captain to report it, I got a call from the Captain explaining that we were going back because of smoke in cockpit and I will get a nits briefing asap. Because of nature of report, my colleague and I got our smoke hood opened and got BCF ready. Communication was established on a regular basis with the crew at rear of aircraft .once nits briefing delivered .we prepared cabin and passengers for normal landing being aware that after landing Capt. might have to initiate the evacuation alarm.
201504554	10/04/2015	13:10	EGOV : Valley	EGOV : Valley	EGTT : London (FIR)				PAN declared and aircraft returned due to uncommanded control movement in yaw.	The aircraft was tasked with conducting a deck transfer and hi-lines training sortie. During the initial R40 Aft transfer, a slight shimmy was felt through the airframe when moving towards the deck but was easily controllable and could have been caused by the lateral movement of the aircraft. After three aft transfers and having established hi-line contact, the undemanded movement in yaw became markedly more apparent. AP1 and AP2 were deselected in turn which only amplified the situation. APs reselected and the oscillations decreased. Five - 10secs later, the undemanded control movement returned but with up to +/-30deg rapid yaw changes every one second now affecting the airframe. The hi-line was rapidly disconnected from the aircraft and thrown clear and the winch-op prepared for ditching, aircraft cleared away from the vessel with limited yaw control with ditching in mind leaving a staff and student winch man on the deck. On gaining some forward speed, the oscillations drastically reduced and a PAN was declared with the Tower and Coastguard. Aircraft transited to base via the Coastguard RLG whilst the FRC actions were completed. On de-selecting Hyd 1 the oscillations ceased and the aircraft returned to

201504794	14/04/2015	18:45	EGLL (LHR): London/Heathrow	Unknown	Other				PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Passenger with uncontrolled nose bleed.
201505238	19/04/2015	05:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)			350	PAN declared due to passenger medical emergency. Paramedics attended on arrival.	Passenger became ill during flight. PAN declared.
201408156	21/06/2014	14:00	Unknown	EGCJ : Sherburn-In-Elmet	EGTT : London (FIR)				Birdstrike with damage to the leading edge. PAN declared and aircraft returned.	1000ft straight and level flight QNH 1019, established on right cross wind leg. Large black bird (perhaps a buzzard or heron, large wing span) appeared to fly swiftly up towards the aircraft striking the leading edge from slightly below. Resulting damage was significant dent approximate 60cm wide, 5cm deep. PAN declared and returned immediately.
201408425	25/06/2014	15:00	EGKK (LGW): London/Gatwick	En route	EGTT : London (FIR)			200	PAN declared due to passenger medical emergency. On board doctor assisted. Medication administered. Direct routing to runway flown. Request made for paramedics to meet aircraft on arrival.	
201416050	15/11/2014	08:00	EGKK (LGW): London/Gatwick	En route	Other			150	PAN declared due to passenger medical emergency.	At top of descent a female passenger fainted in the forward galley, apparently as she fell she hit her head and was then a bit dazed for a few minutes. Cabin crew reported this to us and then gave us more information a while later. Passenger requested medical assistance on arrival so pan declared in accordance with procedures. ATC cancelled holding and gave an expeditious arrival. Paramedics attended.

201502779	06/03/2015	15:25	KSEA (SEA) [SEA]Seattle, Wa/S eattle-tacoma Intl	En route	EGTT : London (FIR)			340	Serious Incident: Aircraft returned with very low airflow to flight deck. Damage: Debris found in directory. 235 POB, no injuries reported. Subject to AAIB AARF investigation.	
201416471	24/11/2014	11:30	EGOV : Valley	EG D118 (Pembrey Area)	EGTT : London (FIR)	EGFF (CWL): Cardiff		0	Military aircraft declared PAN due to weapons system malfunction and diverted. Traffic info given. Standard separation maintained.	
201413804	30/09/2014	17:45	EGLL (LHR): London/Heathrow	En route	EGTT : London (FIR)			370	PAN declared due to passenger injury/medical emergency.	Pax somehow dislocated knee. PAN declared to enable medical assistance on landing. Passenger aggravated an injury whilst onboard. He was in considerable pain and unable to bend his knee. Due to complications with moving and the level of pain experienced a PAN was declared. Passenger was moved to a vacant seat where we could make him as comfortable as possible. He refused any pain medication. He cannot take Paracetamol and he did not want to take anything stronger.

201414167	13/10/2014	06:25	LTBS (DLM): Mugla/Dalaman	En route	EGTT : London (FIR)			260	PAN declared and aircraft returned due to hydraulic failure.	<p>Shortly before the PAN was declared, my Planner alerted me to the fact that aircraft was not climbing to his cleared level (FL310). When I advised the pilot of this he stated that he wished to maintain FL260 while he ran some checks on a problem they were encountering. Shortly after this aircraft declared a PAN for a hydraulic failure with the intention returning. I turned the a/c onto a heading of 090 degrees to start vectoring back. My Planner effected coordination with Sectors 28 & 34 whose airspace I would be entering. The pilot advised he would be able to make a normal approach and landing, but requested fire crew to be in attendance on the runway. I instructed the pilot to select SSR 7700 and passed the latest weather. Further vectors were given, eventually onto a heading of 330 degrees towards VOR. After confirming that all agencies had been advised of the situation, aircraft was transferred to PC Trent on frequency. □</p> <p>Supplementary 13/10/14: □</p> <p>Centre hydraulic quantity and pressure loss. Loss of centre auto pilot, left auto pilot selected. Established hold. Hydraulic system pressure (c only) QRH actioned. ILS to runway for flap 20 landing. Aircraft exterior inspected by emergency services prior to tug recovery to stand. □</p> <p>Supplementary 13/10/14: □</p> <p>The crew performed an alternate gear extension and landed the aircraft safely on runway.</p>
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201315550	28/11/2013	21:45	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				Smoke and fumes in rear cabin during final approach.	Cabin crew at the rear of the passenger cabin made an emergency call to flight crew on short final approach. Smoke, fumes and a burning/acrid smell were observed in the aft cabin. There was no obvious location for the smoke or fumes. PAN declared, immediate landing made and aircraft vacated runway at earliest opportunity. As aircraft was taxiing to stand, the fumes became evident on the flight deck. Decision was made not to evacuate the aircraft and to taxi to stand with fire services present. □ CAA Closure:□ The cause of smell and fumes in the cabin was the result of hydraulic fluid contaminating the APU air intake. This was due to hydraulic collector tank drain overflowing from the hydraulic bay. Collector tanks are normally checked and emptied before becoming over full. The collector tank was emptied, the flow rate of hydraulic fluid into the tank was measured and found to be within acceptable limits. The aircraft technical log shows no history of hydraulic oil consumption indicative of significant fluid loss.
201504109	01/04/2015	05:00	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to passenger medical emergency.	Non tech medical. Pan declared. Pax met by medic. Pax ok.
201504510	10/04/2015	04:55	EGLL (LHR): London/Heathrow	EGLL (LHR): London/Heathrow	EGTT : London (FIR)				PAN declared due to medical emergency.	A/c downwind for 27L about 17 miles from touchdown, when they declared a Medical Pan. The aircraft landed without any further incident.