Corporate Communications
External Information Services

25 February 2015
Reference: F0002219

Dear XXXX

I am writing in respect of your recent request of 3 February 2015, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

> *I would like to request a list of the MORs at the locations of Kirkwall, Westray, Papa Westray, North Ronaldsay, Sanday, Stronsay, Eday, Tingwall, Fair Isle, Outer Skerries, Foula, Papa Stour, Wick, Sumburgh, Scatsta, Aberdeen, Inverness, Orkney and Shetland between the date of my last request and now . I would also like the occurrences that happened elsewhere but was an arrival or destination at one of the locations mentioned.*

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 (ANO). Each incident report is reviewed and where appropriate, further investigation is carried out and action taken.

We have searched the UK CAA database for any report where the location has been defined as Kirkwall, Westray, Papa Westray, North Ronaldsway, Sanday, Stronsay, Eday, Tingwall, Fair Isle, Outer Skerries, Foula, Papa Stour, Wick, Sumburgh, Scatsta, Aberdeen, Inverness, Orkney and Shetland, and included any other report which states that an aircraft departed from, or arrived at, one of the above mentioned locations. We have provided an Excel summary of these reports which were processed from the 18 August 2014 to 18 February 2015. This report is updated from your previous request for information (reference number F0002036).

We have not included any identifying information in these summary reports as this information is exempt from disclosure under Section 44(1)(a) of the FOIA. Section 44(1)(a) of the FOIA provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information

which relates to a particular person (which includes a company or organisation) and has been supplied to the CAA pursuant to an 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

William Pounder
Information Rights Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

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

Freedom of Information Act: Section 44

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

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

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

File number	UTC date	Location of occ	Aircraft category	Headline	Narrative text
201407154	02/06/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Spurious cargo smoke warning.	While taxiing in there were intermittent aft cargo smoke warnings on the EICAS. Established no smoke in cabin so continued to taxi to stand. Requested fire service to be in attendance on arrival on stand. Disembarked pax. Fire crews opened cargo door - no evidence of fire but remained in position until all bags unloaded without further incident. Warnings transpired to be spurious but smoke detector replaced (new unit u/s so original refitted)

201407482	10/06/2014	En route	Airplane	Prolonged loss of communication (PLOC).	I was unable to contact an A/C at point of transfer to LACC. Ident, relay, previous sectors were tried before D&D made contact on 121.5 when the A/C was south of LAKEY. D&D were asked to transfer the A/C to LACC sector 4.
201407777	13/06/2014	En route	Airplane	Aircraft diverted due to high fuel temperature.	During the cruise a high fuel temperature on the left engine was seen. The crew reduced the speed and actioned the QRH. This did not solve the issue and the temperature was seen to exceed 100 degrees. The crew contacted ground services overhead an airfield who relayed a message to ops who subsequently informed us that they would like the flight to divert into the airfield.

201408846	30/06/2014	EGPB (LSI): Sumburgh	Airplane	Configuration warning on final approach.	On initial approach, ATC asked if we could keep our speed at 180kts or greater. As a result, configuration of the aircraft began at approximately 6 miles. When speed was below 175kts, PF asked PM for flap 15. Gear down was then asked for and selected. At approximately 160kts, PF asked for flap 20. This was selected however configuration warning was received. It was noted immediately that the nose wheel was not yet down and locked. Approximately 2 seconds later, green nose gear light came on, disagreement light went out and the configuration warning self cancelled. Flap 35 was then selected and an uneventful landing was subsequently carried out.
201410983	11/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Amber windshear warning followed by red windshear warning on departure during blustery conditions, with winds gusting up to 40kts.	(Blustery day as the remnants of Hurricane Bertha moved North though the UK with winds at airport gusting up to 40 knots.) We had already decided to use the higher T/O thrust setting due to the weather conditions. Surface wind on take-off was 50 degrees off the runway direction and between 20 and 40 knots. At approximately 500 feet an Amber Windshear caution was triggered followed a few seconds later by a Red Windshear warning, automatically selecting the flight director to the windshear sub mode. The flight director was followed through acceleration altitude, with no configuration changes made until after the warning had cleared. A positive rate of climb was maintained throughout, with no major performance loss noticed by either crew member in terms of IAS or RoC. After all windshear indications cleared the aircraft was 'cleaned up' and the flight continued normally.

201411117	11/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Windshear and stall warning.	The First Officer was flying the approach at approx 500' he disconnected the autopilot. Windshear was reported on the ATIS at 200' loss of 10kts. At approx 150' the stall warning sounded for no more than 1 second. Because positive control of the aircraft was maintained, the speed was 141kts (Vref calculated at 132kts), the speed trend indicated an increase and there was no sink rate, the Captain called to continue to land. A safe smooth landing followed with no further repercussions.
201411929	31/08/2014	EGPN (DND): Dundee (Riverside Park)	Airplane	UK AIRPROX 2014/159 - PA28 and a C152 at Dundee R/W27 final approach, in Class G airspace. Traffic info given.	

201412442	04/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	JS41 exceeds taxiway clearance limit.	I was on duty as the GMC controller. Tug was towing an a/c from the side stands to the hangar via Delta and Mike. A Jetstream on Stand 11, who had already started requested power back and taxi. Once the towed a/c had passed behind the Jetstream, the Jetstream was given powerback only. The tower controller then coordinated a landing helicopter to vacate at Mike 7. I agreed provided the helicopter gave way to the a/c under tow and I would hold the Jetstream at Mike 6. The Jetstream was given taxi instructions to Mike 6 which he read back correctly. The helicopter had vacated and was holding at Mike 7 but had not been given taxi into the CHC Apron by the Tower controller. The Jetstream approached Mike 6 and failed to stop at the holding point. The tower controller drew my attention to this and I instructed the Jetstream to hold position, which he did South of taxi way M7 to Alpha 1 but North of Hold Mike 6. The tower then instructed helicopter to taxi via Alpha 1 to the CHC apron. Once the helicopter had passed, I instructed the Jetstream to taxi to Mike 9. Supplementary 09/09/14: We were instructed to taxi to M6 however the a/c rolled over the line and came to a halt simultaneously as ATC instructed us to stop. Captain had been working long hours prior to the incident. The day before the Captain had gone into discretion having finished his duty at 2230 local. He reported for duty the following day at 1100 local. This incident occurred on the last flight of the day. As well as reporting as being tired the Captain feels that the M6 intermediate stop line is indistinct and it is unlit.
201412743	06/09/2014	EGBB (BHX): Birmingham	Airplane	Non-notified ballast found in Hold 6 on arrival at destination.	On arrival, dispatcher asked what we would like to do with the ballast in Hold 6; this came as a surprise as no ballast had been notified loaded. No ballast was shown on the Loadsheet or LIR. According to the handling agent on arrival, the ballast was 5x19kg and 4x20kg rubber bars making 175kg total. Captain called the handing agent at the departure airfield and they confirmed that no ballast had been planned/loaded. Aircraft's Ballast Control Log showed 200kg ballast had been loaded for a previous sector on 04/09/2014 with no offload recorded; the a/c had been in maintenance all day 05/09/14 and this was its first subsequent flight. Captain recorded No Ballast Found in Control Log on basis that no ballast was notified by the handling agent as being on board. The a/c loadsheet showed a MACTOW 29.0 @ TOW 25910kg; taking into account the ballast in Hold 6, the real MACTOW was approximately 31.7. This was within the acceptable flight envelope. V1/Vr should have been 1kt greater than used and Vref for landing would have been the same.

201413521	24/09/2014	EGGW (LTN): London/Luton	Airplane	Infringement of the Luton CTA (Class D) by a C152 squawking 7000. Standard separation maintained.	A 7000 squawk set of Scait indicating 5500ft where the base of CAS is 4500ft, NNW of Luton airfield. It appeared to be performing tight orbits and was only just inside CAS. A319 was a downwind right hand release into Luton, still working TMA North. I telephoned NW coordinator pointing out the□ infringer and suggested a heading of 100deg and to stop the descent at 6000ft, (in effect changing the 5000ft release to 6000ft). I felt this action would keep the A319 from coming too close to the infringer whilst not wanting to issue avoiding action to another controller over the phone when I did not know of their traffic, (think they were reasonably busy). The speed and relative positions of the a/c meant that they were not in conflict. Cranfield tower/approach telephoned with the details of the infringing traffic, (I am not sure how the controller knew of the infringement). The pilot telephoned the□ GS Airports and stated that they thought they were at 4500ft. Analysis of the radar indicated that separation was maintained at all times.
201414328	09/10/2014	EGPF (GLA): Glasgow	Airplane	Alleged runway incursion. ATC cleared a/c for take off whilst another was still on the runway.	At the time of the incident I was the Air controller. I had just taken over the Air position to provide a fatigue break. Fltnum28 had just departed and I cleared B737 to land. At the appropriate time, I issued line up clearance to SF340 after which Ops 4 called requesting clearance to cross the runway from Charlie to Yankee. Since B737 had passed the intersection I issued that clearance and told the driver to report vacated. I then told B737 to vacate right and to contact Glasgow Ground. I then, as is my normal practice, sent the strip to GMC, removing it from my runway bay. Shortly afterwards, Ops 4 advised me that he had vacated the runway. I acknowledged this and then cleared SF340 for take-off. As I was doing this I commenced my scan from the 05 end towards the 23 end. I had completed my transmission before I had finished my scan and saw B737 on the runway. Before I could cancel the clearance, the crew of SF340 advised me that there was something still on the runway. I acknowledged that and told them to hold position. I then watched B737 vacate the runway and cleared SF340 for take-off. I was relieved from the position very quickly thereafter. I am at a loss to know how I made such a basic error as this. I have always transferred the landing aircraft to GMC and disposed of the strip, relying on my visual scan, and until today that has served me well. However, if the aircraft's strip had been in the bay it would have been a visual reminder that there was something on the runway. Was I distracted? Possibly as Watch Manager I was dealing with a major staffing problem on the watch and was running my solution through my mind to check that it was sound. Did the Ops vehicle reporting vacated make me forget the a/c? Again, possibly, but the same comment holds true.

201414707	15/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Fuel leak.	Parked on stand passengers on board with the doors closed. The ground crew finished their walk around and said they could see something dripping from the underside of the aircraft. I (Capt) went out to investigate and found what smelt like fuel dripping from the underside of the aircraft between the wings. I told the handling agent we would be disembarking the passengers immediately. ATC was called and the fire service asked to attend. LMC were called for an engineer to come to the aircraft. The walk around was completed by the crew before fuelling had taken place, nothing was seen at that time. We therefore believe the leak started post fuelling. This incident shows the importance of the final walk around by the ground crew just before push back.
201408266	22/06/2014	EGPA (KOI): Kirkwall	Airplane	Rejected take-off due to config warning.	Take off rejected due Config warning at approx 60 kts. Warning self cleared after 2 seconds. Backtracked r/w for second departure after running all the appropriate checks. Brake cooling time confirmed. Second attempt uneventful.

201410351	30/07/2014	ADN	Helicopter	XMSN CHIP' caution illuminated during cruise. Aircraft diverted.	In the cruise at 4000ft Caut, XMSN and Chip illuminated. The crew followed the EOP and attempted two unsuccessful burns on the chip detector. The speed was reduced to Vy and the aircraft diverted (nearest location). On arrival, the pax were disembarked and debriefed and engineering consulted. On inspection of the MGB sump plug a substantial amount of metal debris was found. The crew and pax returned to intended destination on a fixed wing flight.
201410836	09/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Infringement of the Aberdeen CTA (Class D) by a C172. Standard separation maintained. Traffic info and avoiding action given.	I was on duty as combined INT and FIN when at approximately 1125z I observed an aircraft approaching Aboyne from the NW squawking 6177, indicating F057. The aircraft continued tracking into the Aberdeen CTA toward Banchory, maintaining F057. I contacted Scottish Information to see if they were in contact with the unknown aircraft; they were not. I transmitted blind on 119.875 without reply. A DHC8, departed from EGPD for P600. After confirming that the Tay Sector controller was not in contact with the unknown traffic, DHC8 was given vectors to avoid and further climb was coordinated. I checked with Inverness Radar who confirmed that they were not in contact with the traffic wearing their 6177 squawk, but that a C172 from Kinloss, had been. The unknown traffic turned left onto a reciprocal track and departed the Aberdeen CTR still indicating F057 at 1143z. Supplementary 22/08/14: Whilst on a navigational flight from Kinloss via Tomintoul and Huntly I mis-read my Navigation PLOG and followed the wrong heading inadvertently entering Aberdeen CTA Class D airspace near Banchory. To be specific instead of following a heading of 042 deg from my turning point South of Tomintoul, I followed 110 deg picking up a tailwind and travelling further over what should have been a short leg and entering the Aberdeen CTA as described. The Navigation PLOG is set out in rows and columns with heading to be followed, immediately before the calculated ground speed which is the figure I mistook as the heading. I was tuned to Inverness Radar on a Basic Service. At approximately the same time as turning to leave the CTA I was contacted by Inverness and advised of the infringement. I was also advised to contact the ATC Watch Manager at Aberdeen on my return to Kinloss which I did. I was debriefed by him and apologetically explained the nature of my error. I understood he would report the matter, however I have also submitted this MOR. I realise the potential hazard caused by my regrettable error and have quickly taken the learning from the experience. It will not happen again.

201410950	11/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Rejected take-off due to suspected birdstrike. Pilot believed they had hit a bird during take-off roll, however no bird remains were found on subsequent inspection of the runway or the aircraft.	
201410991	10/08/2014	En route	Helicopter	Fuel transfer malfunction.	During the Cruise Checks the fuel 'auto-transfer' was enabled and normal indications appeared. A couple of minutes later the 'auto-transfer' light was observed to be indicating 'OFF' with one of the fuel sponson transfer chevrons illuminated. When the 'ON/OFF' switch was cycled it remained indicating 'OFF' and the fuel transfer switched to the opposite side. The 'ON/OFF' switch had effectively become a 'left/right switch' with fuel transfer 'off' control, now only being available by switching on the refuel control panel. EOP actions carried out and flight continued IAW MEL without further incident. On RTB engineering consulted and fault rectified by power reset.

201411395	15/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Spoiler actuator bracket damage.	An incoming defect from C Check for a spoiler indication detected a worn bearing on the LH outboard spoiler actuator. The actuator was replaced by the night shift on Wednesday 13th August. On the morning of 14th August I had a call from Tech Support to inspect the surrounding structure in the vicinity of the actuator, as stores had reported damaged to the removed actuator, over and above the reported worn bearing. I found that the spoiler hinge and actuator support bracket had impact damage to the inboard lower flange, and a vertical Hi Lok fastener. The damage had not been recorded, or reported, and no attempt had been made to rectify it. CAA Closure: A MEDA interview was performed with the individuals concerned which ascertained that damage had occurred prior to this particular maintenance intervention, however it was not possible to determine exactly when. During the night shift one engineer assumed they would be performing the maintenance on this aircraft so had an initial look at the area in advance of work commencement. At this point they noticed the damage to the bracket. They then finished off their work on the line before coming back to the aircraft to complete the planned maintenance. At this point two other engineers had already started the work and the original engineer believed they had already noted the additional damage, but it had not been properly recorded or communicated to them. The work was finished on the actuator replacement and aircraft released. As per the MSR the damage on the removed actuator noted by stores prompted the inspection of the aircraft surrounding structure the following day. Damage on bracket blended out and re-protected. DVI carried out after blending, no further damage found. Lower I/B Hi-Lok collar replaced. NDT carried out on the mounting bracket with no defects found. Report requested and received from 3rd party maintenance organisation when area was last disturbed during heavy check but this could not determine a cause of the damage. From their review of the paperwork, there was no disturbance of the spoiler actuators except the removal of the panels attached to the actuator to replaced bushes, but this was the opposite end of the actuator. The investigation has been unable to determine exactly when the damage occurred. All personnel concerned were dealt with in appropriate manner as per SMS, with particular regard to the reporting and recording of defects.
201412313	02/09/2014	EGPD (ABZ): Aberdeen/Dyce	Microlight	Infringement of the Aberdeen CTR (Class D) by an X'AIR Hawk.	I was working as Aberdeen INT controller with a medium traffic level and RT loading. I first saw a 7000 squawk approx 2nm NE of Insch, very close to the zone boundary of Aberdeen, if not right on the zone boundary line. I felt the need to continue controlling my IFR a/c, as traffic was building up and there were several calls to be made to these scheduled inbound a/c, but I remained aware of the unknown a/c. I recall the Airspace Infringement Warning Safety Net activating only seconds later and proceeded to make a blind call to try and identify the subject a/c. The unknown traffic responded immediately. I instructed this a/c, to route outside CAS with a left turn, and proceeded to identify it and issued a level. I was vectoring an inbound a/c into Aberdeen and to avoid further workload wanted the unknown a/c under positive identification. FIN position was open and the FIN ATCO also pointed out the unknown a/c. The a/c then continued under my instruction to a private site called Whiterashes beside the ADN VOR. Supplementary 24/09/14: Although the pilot flies the route between Insch and Whiterashes regularly, he is more used to departing from R/W31, rather than R/W13 as was the case on this event. Although aware of the proximity of his departure route to the CTR, he did not appear to modify his normal operating technique in order to ensure he remained clear of CAS. INT was very busy at the time and prioritised the a/c's call appropriately.

201412325	02/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Incorrect FL set on FCU during departure.	On departure clearance was climb FL110 after Departure right turn direct to Glesk. Captain was PF. * Passing 1700' agl PF requested Direct Glesk (a/c was manually flown) * During the right turn tower advised freq change to 119.050 and Pm read back climb FL190. * The error in readback was not trapped by the PF or Aberdeen Tower and the Pm selected FL190 on FCU.(During clean up). * Passing appox 3500' PF requested Autopilot and we changed to 119.050. * PF mentioned to Pm that we would check-in with Aberdeen and after that do the after take-off check. * Passing 6000' Pm checked in with 119.050 and confirmed passing Altitude and cleared FL. * Aberdeen Approach asked us to confirm our cleared FL and then remarked that the cleared FL was in fact FL 110. * FL 110 was selected on FCU no later than passing FL070 and flight continued as normal.
201413165	30/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Green laser attack.	

201413262	19/09/2014	EGPE (INV): Inverness	Airplane	Aircraft towed with rudder lock engaged.	Aircraft had been hangared overnight. The aircraft was undergoing a repair to the front mud guard. Part way through this repair the aircraft was towed out of the hangar for refuelling in order to meet with the timing of the planned patrol. As the aircraft was being towed it was overlooked that the control locks were in place. No display sign had been left in place warning that this was the case. No such sign was found on the aircraft. Having realised this had happened, an engineering check was carried out on the controls to ensure that no damage had been done to the locking mechanisms, the controls themselves or the airframe. Incident under investigation. No damage occurred to the aircraft. In addition to the internal and external locks being visible when in position, a sign is normally placed on the coaming, visible from the ground advising that control locks re in place and warning that the rudder lock must be disengaged before towing. Probable revision of lock signage and procedure required.
201413946	30/09/2014	EGPA (KOI): Kirkwall	Airplane	Aircraft departed with incorrect manual loadsheet. Trim units from C1/C2 were omitted.	Trim calculation on manual loadsheet was held midway through process in order to clarify confusing presentation of load breakdown on LIRF. Subsequently, loadsheet was completed without addition of trim units from cargo hold. Additionally we were asked to contact ground while lining up, as they had omitted to add 11kg of cargo into the hold. Aircraft departed with incorrect trim (0.6 rather than 0.0). PF felt that greater than normal force was required (pitch down) during climb out and re-trimmed accordingly. Upon checking the paperwork after levelling off, the error was found and the loadsheet amended. The loadsheet was checked by the commander, but checking of the trim units in C1/C2 was omitted.

201414934	22/10/2014	EGPE (INV): Inverness		Fire alarm activated in the VCR. Alarm quickly ascertained as fault indication but RFFS category remained at 4 (down from 6) whilst AFS investigated.	On duty as ADI Duty ATCO when Fire Alarm activated. Aerodrome Fire Service responded to alarm, contacted ATC by R/T and routed to Control Tower Building. I liaised with Radar ATCO who arranged for inbound IFR traffic, 2 aircraft, to Hold at the INS and remain on Prestwick Centre frequency pending likely ATC evacuation. No traffic present or pending on ADI frequency. Fire Alarm quickly ascertained as fault indication, but RFFS Category remained at 4 (down from 6) whilst AFS investigated. Inbound SF340 able to make approach on basis of prevailing RFFS Category whilst DHC8 held briefly at INS, requiring a higher RFFS Category. Local Authority Fire Brigade also attended as per standard procedures. RFFS Category 6 regained at 12:21.
201415301	28/10/2014	Near MORAY	Airplane	Avoiding action given.	Avoiding Action instruction by ATC. Established on W4D near Moray at FL115 towards intended destination. ATC were monitoring low-level military traffic operating within the nearby danger area to our right. ATC gave us a 10 degree turn to the left to increase our lateral separation from them. Shortly later we received an instruction from ATC of avoiding action to the right by 75 degrees. ATC reported seeing the 3 military contacts at 700 feet, 3, 4 & 5 miles away from us. Avoidance Action procedure carried out by PF as standard and flight continued normally. Correct action by crew - SOP's followed.

201407233	26/06/2014	EGPO (SYY): Stornoway	Airplane	Configuration warning during go-around due retarding power levers assymetrically.	First officer was PF, monitored approach had not been briefed as cloud wasn't at minima on the ATIS. Captain briefed at about 1000 ft to expect a possible go-around as the cloud seemed to be thickening. the runway and lights had been visible looking down through the cloud. however, looking horizontally through the cloud at decide the runway and lights were obscured. Crew initiated a go-around at decide. First officer advanced the power levers asymmetrically, and I informed FO that I would arm CTOT to even the power produced to 100% on both engines. all other normal configuration changes were done correctly (gear flaps). however, First officer brought power levers back momentarily and due to one of them being nearer the 64 deg switch the config warning went off. no noticeable yaw or loss in power was felt or heard. Flight crew de-briefed in full, after landing and shut down, what we could have done differently/better.
201407412	30/05/2014	En route	Airplane	GPWS Too Low Gear warning.	In cruise at FL190 GPWS 'Too Low Gear'. Warning cancelled resulting in an XMON on PFD. Warning sounded second time.

201407534	09/06/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Engine cowling found unlocked during pre-departure walk round inspection.	During pre-departure walk round checks Ramp Agent found the engine cowling on engine 1 to be unlocked (middle cowling lock). Team Leader informed of this who in turn accessed the aircraft to inform the Captain who proceeded to inspect and lock all engine cowling locks. No damage occurred to the aircraft.
201407749	14/06/2014	En route	Airplane	Burning smell from rear galley.	Cabin crew reported using CLEAR method a burning (possibly electrical) smell from rear galley area. They checked toilets and turned off brewers. No signs of smoke were visible and smell remained for a few minutes before clearing. During that time we planned for possible diversion. Continued to destination as smell had cleared and nothing else reported. Once parked on stand, reported event to engineer - his intention was to remove and inspect brewers. Supplementary 14/06/14: At approx 2100z during the cruise the CM was in the forward galley and received a call from CC3 in the rear galley. CC3 explained that she and CC2 could smell a burning smell in the rear galley, but could not see any smoke. The CM then called the CP to relay this information, and then explained that she would call back with a CLEAR brief momentarily. The CM then went to the rear galley, where CC3 was checking for hotspots all around the rear galley and rear doors, and CC2 was conducting a thorough search of LAV F. Both of the brewers in the rear galley had been switched off. The CM could also detect a burning electrical smell when she arrived in the rear galley, and used the interphone at D2L to give a CLEAR brief to the CP, explaining the electrical burning smell, but no other signs of fire. No smoke, flames or heat. Upon further investigation with no hot spots found, the CM, CC2 and CC3 agreed the smell seemed to be coming from the brewers, which were both already switched off, but no circuit breakers pulled. After approx 2 minutes, the smell seemed to dissipate. As per the Captain's suggestion the crew continued to monitor the galley and kept a crew member present there at all times for the remainder of the flight. The brewers remained switched off, but no further fumes were detected. An engineer was called to the aircraft upon arrival in. No further action taken.

201411629	22/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Rejected take-off due to constant torque on take-off (CTOT) not working.	Rejected take as CTOT value not being commanded on the right engine torque after APR had been engaged, aircraft stopped and exited the runway. Returned to stand. Under investigation.
201412541	07/09/2014	EGLC (LCY): London city	Airplane	UK AIRPROX 2014/171 - PA28 and a EMB190 overhead London City.	I was on duty as the City Director controller, mentoring a new trainee on the sector. At approx 1736 I noticed a 7000 squawk NE bound in the vicinity of ALKIN, indicating 2500ft. CAIT was not indicating an entry into CAS by this unknown. EMB190 was to the East of this contact, at 3000ft, tracking westbound. I passed traffic info to the EMB190 on the unknown, stating that it was outside CAS. As the EMB190 came within 4nm of the 7000, it climbed to 2600ft and activated CAIT. I immediately issued the EMB190 with an avoiding action turn onto North and updated traffic info, and shouted over to Thames Co-ord to stop departures. Shortly after the avoiding action, EMB190 reported TCAS RA climb. The 7000 was then seen to descend to 2400ft, and put on a MC approach squawk. Southend were contacted by the GS, and the aircrafts details obtained, together with verification of the Mode C. MC QNH 1015 was passed for the validation of Mode C.□ Supplementary 08/09/14 : □ While under radar headings, ATC advised of traffic. We could see the traffic on TCAS TA quickly followed by an RA. ATC gave avoiding action. I (PNF) looked out for the other a/c while the FO (PF) turned the a/c onto the heading, the a/c got to 200ft below us and still climbing. The FO climbed our a/c which kept a vertical separation of 200ft. The a/c had not been seen. I feel if the FO had not climbed there was a high probability of a collision. The TCAS didn't give a climb.□ CAA Closure:□ AIRPROX was reported inside Class A controlled airspace when the Mode C of the P28A indicated 2600ft and the City Director took avoiding action with the E190 at 3000ft. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

201412712	09/09/2014	EGPC (WIC): Wick	Airplane	Aircraft landed on R/W13 without clearance.	Aircraft inbound from Southeast cancelled IFR at time 1820 and was told to report right hand downwind for runway 13, both trainee and OJTI were looking out of the VCR window to the West looking for the A/C to report downwind. No aircraft was observed downwind nor was any downwind call received. At 1823 trainee observed A/C touching down at 13 threshold without clearance, aircraft was given taxi instructions to apron which were read back fully.
201413316	19/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Cabin crew injury from alleged hard landing.	

201414241	03/09/2014	EGNV (MME): TEESSIDE	Airplane	Laser attack.	
201414435	31/08/2014	EGKK (LGW): London/Gatwick	Airplane	Green laser attack.	

201414499	12/10/2014	EGPA (KOI): Kirkwall	Airplane	Airborne conflict between a Saab 340 and a C172. Traffic info given.	C172 had departed Kirkwall at 1526 for Aberdeen, VFR BAS, with a planned altitude of 4000' but no agreement to maintain or be not above this altitude. Flight coordinated with EGPC and ScACC. I took over watch at 1530. SF340 came on frequency at 1532, passing FL71 at 17DME South. Given further descent to Alt2600', this was read back correctly with an addition of "we have the Cessna on TCAS ahead". I updated traffic info with last known passing Alt3000 for Alt4000 and also passed traffic on the inbound SF340 descending to Alt2600' to the C172. C172 queried whether it would be better to climb to which I replied "report SF340 in sight first". At 1534 the SF340 reported "TA 600feet directly below", I queried level of the C172 but got no reply, SF340 reported at Alt5200' then continued towards KWL to make a Visual Approach to land at 1541.
201414550	14/10/2014	EGPC (WIC): Wick	Airplane	Aircraft landed on disused runway.	Aircraft first came on frequency at 30nm, FL55 and immediately requested to continue VFR with a Basic Service. I confirmed that his IFR plan was cancelled and a Basic Service. I gave joining instruction for right hand downwind RWY, which was read back correctly. The pilot subsequently reported right hand downwind RWY. I saw him and requested him to report final RWY. When the final RWY call was made the aircraft appeared to be on a short right base RWY. I cleared aircraft to land RWY, which was read back, and I glanced away. I lost sight of the aircraft until the pilot said, 'I've landed on the wrong runway', when I saw him in a landing roll on disused RWY, west of the intersection with RWY. The landing was completed without incident and the aircraft given taxi instructions to the apron. The disused runway is not included in routine inspections and is marked with white crosses. It was free of obstructions for most of its length, but a red and white barrier is in place 57m from the end designating a parking area (not in use at the time). There was no damage to the aircraft and nothing was found during a post-incident runway inspection. The pilot has been flying into airfield occasionally for many years and is familiar with the airfield. He has no explanation for his error other than a keenness to land.

201415187	22/10/2014	EGPB (LSI): Sumburgh	Airplane	Spurious GPWS sink rate warning on final approach.	On short final approach to runway a momentary sink rate warning occurred. Although we are unsure whether or not the warning was spurious, both crew members were happy that the approach was stable and normal and agreed to continue the approach to a normal landing.
201415581	03/11/2014	Oil Platform	Helicopter	Passengers quick-release buckle seat harness reported as stiff to operate.	After passengers were cleared to disembark, one passenger found the Quick-Release-Buckle to his seat harness was stiff. This was reported to flight crew who blanked off the use of the relevant seat; this did not affect the return payload. On return to base, Ramp Staff checked the harness along with all the others in the aircraft but could find no discernible difference between the seat harnesses.

201408518	25/06/2014	EGPM (SCS): Scatsta	Airplane	GPWS warning.	Approaching from the south, the PF (Capt. in LHS) decided to carry out a visual approach to RW06, positioning via the overhead to downwind left. Aware of the risk of GPWS warnings, the PF set the altitude to 2000ft and commenced a gentle descent (400 fpm) from 2500ft as the aircraft passed over the ridge to the south of the airfield. The intention was to continue the descent once clear of the ridge. As the aircraft passed approx. 2300ft, a single GPWS warning of "TERRAIN, TERRAIN, PULL UP" sounded, with no advance alerts. The PF disconnected the autopilot by activating the go-around palm switches and advanced the power levers to arrest the descent of the aircraft. By the time the aircraft had started climbing, the single GPWS warning had ceased and no other alerts or warnings were heard. The aircraft was now over the airfield so the PF recommenced a descent onto the downwind leg for a normal landing. At the time of the warning, the aircraft was clean, at a speed of 180kt.
201408541	27/06/2014	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	Airplane	Rejected take-off due to take-off configuration warning.	Take-off aborted on runway 09 at 100kts (V1 110kts) due to take-off config warning. Aircraft returned to stand. No fault found.

201408666	30/06/2014	EGLL (LHR): London/Heathrow	Airplane	Incorrect frequency selected.	Radio frequency change additional to descent/heading clearance. Both pilots thought contact with director achieved. Miss selection left the flight out of radio contact for approx 7 miles. Additional cause attributed to previous ATC info suggested an extended downwind leg and track distance of 28 miles. Mental model matched previous advice. Contact was made immediately following attempted challenge when expected further clearance not received.
201408748	24/06/2014	EGPH (EDI): Edinburgh	Airplane	Go-around due to height and speed on approach.	Captain PF and aware that we were too high on the approach , ATC cleared to establish localiser at 4000ft, then cleared A/c to 3000ft, but speed was too high and it became apparent that as A/C was well above the Glide a stabilised approach was not possible. Go around initiated from 3000 feet and ATC cleared A/c to maintain 3000ft and maintain runway heading. Just prior to going around Non standard gear was selected below 200 knots and as the discussion regarding the non standard go around was being considered speed had decayed to 160 knots with torque 40/50 percent. PF asked for gear up and failed to consider gear up limit speed of 150 knots. Gear was selected up at 155 knots. Power applied to maintain 180 knots. Go around checks/approach and descent shaded items completed. On second approach with speed well in limits for configuration but ATC had still kept us on very tight vectors for approach. After landing Line maintenance called with speeds and actions, tech log entries made accordingly and line maintenance engineer who signed aircraft fit for service. Under Investigation.

201409248	10/07/2014	EGPA (KOI): Kirkwall	Airplane	Speed decay due to flight crew lack of awareness during initial climb.	In the climb, returning to the overhead & up to a flight level, we engaged auto pilot as speed was above ver icing and we were in VS. We switched frequencies and were given further climb and a direct routing. Reasonable level of workload on the flight deck resulted in a lack of speed awareness and the speed decayed to around 120-125 knots. This was caught and corrected quickly by reducing VS to above 160kts. Half bank was in at all times below 160kts. Speed increased and a normal climb was carried out. Under Investigation.
201410224	28/07/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	EMB145 taxied past cleared holding point.	I was working in the GMC position, the weather was good VMC and R/W16 was in use. There were 2 aircraft with clearance to push and start. Fltnum1378 who had pushed off Stand 6 and fltnum399 who had received clearance to push off Stand 4 but had not yet commenced their push. In addition to this fltnum6AG had received clearance on Stand 5 but had not yet requested push/start clearance. EMB145 vacated the runway at M1 and had been allocated a hold for Stand 5. I instructed them to taxi to holding point M2 and that there was a slight delay for the stand. Another aircraft called for clearance and as they were passing their details I noticed that the EMB145 was slowly taxiing towards the main apron stands well past M2. I instructed them to stand by and then instructed EMB145 to hold position. EMB145 held position behind Stand 1 at which point I handed over to another controller. Supplementary 17/08/14: The investigation has concluded that although the EMB145 pilot correctly read back their clearance to hold at M2, this was mis-interpreted by the crew as to hold abeam Stand 2. As a result they taxied a short distance beyond the clearance limit issued by GMC. The controller was quick to identify the situation and took appropriate and timely action to resolve the event.

201411105	14/08/2014	En route	Airplane	EGPWS activated due to failing air data computer.	During the cruise with FO as PF the autopilot disconnected and the EGPWS gave a series of "pull up" warnings. After 5 seconds things returned to normal but the autopilot would not re-engage. Within 20 seconds the same thing happened again but this time I noticed that the No2 altimeter had failed and No2 VSI was off the scale. Having diagnosed a DADC problem we selected the reversion switch to the No1 system. This silenced the EGPWS and restored the VSI but the altimeter failed. We switched the AFCS to my side and I took the aircraft. The checklist was actioned. The AHRS reversion set to No1 system, and the flight director re-engaged. The aircraft was hand flown for the rest of the flight with no further problems.
201411812	24/08/2014	En route	Airplane	Emergency medical response to passenger sickness.	During the latter stages of the flight we were informed that a young girl had suffered from sickness during the flight. She had started her journey earlier in the day. We informed ground staff by radio. When we arrived the aircraft was medically isolated until an emergency medical response team had boarded the aircraft and given the passenger the all clear. The police then took every passenger's name and telephone number as they disembarked. The process from arrival to final disembarkation took approximately 2 hours, during which the passengers were kept as fully informed as we could.

201412733	06/09/2014	EGCC (MAN): Manchester/Intl	Airplane	Spoilers inoperative on landing.	After uneventful ILS approach to touchdown, I immediately noted spoilers had not deployed. A very short pause given to allow for late deployment, but it was quickly obvious they were not going out. 'Negative Spoilers' called, and with braking already sufficient to allow the aircraft to clear the runway at the usual place, 'Maximum Braking' not used as it was neither required nor desired. Aircraft taxied onto stand with crew unable to select the Flt/Taxi switch to Taxi.
201412856	07/08/2014	Gaydon, Warwickshire	Helicopter	UK AIRPROX 2014/173 - R44 and a PA28 at 1500ft.	

201414058	30/09/2014	EGPM (SCS): Scatsta	Helicopter	Fadec failure.	Final turn on approach. Cautions, Fadec1 Fault, Fadec1 No Dsptch, Fadec 1B Fail, Eng 1 Power Lim. illuminated. Approach aborted EOPs consulted, RTB. Fault finding carried out. No. 1 FADEC U/S. Replaced. Test procedures carried out "satis". Aircraft returned to service.
201414090	03/10/2014	En route	Airplane	Severe turbulence encountered.	The arrival ATIS reported MOD/SEV turbulence between 4000' and FL100. The cabin was secured early and SPD was reduced to 250 Kias (Rough air) as a precaution. The WX radar showed no significant returns. Light to moderate turbulence was encountered at about 8000', this became moderate turbulence peaking with brief but severe turbulence lasting just a few seconds. The autopilot remained engaged throughout. SIGNIFICANT WX: Icing. MOD/SEV turbulence. Runway State: Damp x 3 CONFIGURATION: Speedbrake: Out. The aircraft was in a gentle left turn with the speed reducing to 210 Kias in FCCH. The speedbrake was closed to prevent a G-induced low speed incursion. Post event the cabin crew were contacted to check the□ safety and security in the cabin. All pax and cabin crew were seated throughout, the cabin was confirmed secure for landing. The flight deck concluded there was no obvious reason why the A/C should not be landed. Post disembarkation the captain checked again with the purser to confirm that no pax had subsequently reported having any difficulties/injuries- they had not.

201414261	08/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	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, I took control and asked him to try the lever himself. It still would not move. I handed back control to the FO. The flap lever appeared to be broken and we decided that it was not going to move. We could not accelerate above the flap limiting speed or climb above flap limiting altitude so maintained 160kts. We declared a PAN to control & asked to stop climb at FL80 (later climbed to FL100 to weather avoid). The aircraft was safe so we ran through a TDODAR. Options depended on how much runway length was needed for a flap 3 landing so we each checked the distance needed for a 'normal' F3 landing. Even with a pessimistic tailwind and 15% factor we decided that there was enough runway available to land so made a plan to return. I issued the alert call & gave a NITS briefing to the crew. We returned to a normal landing, full reverse selected. We spoke to the fire crew on arrival but did not need their assistance. Parked on stand notifying the ground crew about the flap extension & reduced clearance under the wings.
201414371	09/10/2014	EGLC (LCY): London city	Airplane	Go-around flown due to windshear.	Windshear go around actioned at approx 50 ft on landing. Company SOP's followed. Some he engagement of MCP modes needed.

201414551	14/10/2014	EGPC (WIC): Wick	Airplane	BE36 exceeds clearance limit.	A/c was cleared to taxi to holding point Bravo, and readback the holding clearance. A/c then taxied through holding point Bravo and was recleared to holding point Charlie, to which the pilot complied following several iterations of the new clearance limit by the ATCO. .
201414872	19/10/2014	Between NANTES and MCT	Airplane	Travelling ground beacon produced a signal interfering on frequency 121.5.	According to ATC (132.190) a ground beacon travelling from storehouse to storehouse produced a signal interfering on 121.5. This signal produced such an amount of background noise that it rendered 121.5 unavailable to listen to, without being constantly distracted. Reported to every ATC frequency en-route, no results because they could not do anything about it accept thanking us for reporting it.

201407717	13/06/2014	EGFF (CWL): Cardiff	Airplane	Rejected take-off twice. Aircraft towed from the runway after second attempt.	Aircraft aborted take-off for a second time and requested assistance. I called an AGI and the AFRS attended. The aircraft had to be towed off of the runway.
201409973	23/07/2014	En route	Helicopter	Aircraft returned due to minor technical problem.	We received a call from the coastguard informing us that the aircraft was returning to the field with a minor technical problem, not declaring an emergency. After confirming this with radar a local standby was initiated for the returning flight. Aircraft landed safely.

201410178	28/07/2014	EGLL (LHR): London/Heathrow	Airplane	Reactive windshear warning on departure at 500ft due to Cbs.	Windshear during after take-off. Reactive windshear at approximately 500ft after take-off due to CB. Speed gain of 15-20kts. Take-off planned with TOGA and F1 due to weather. Immediate actions for windshear carried out. Once clear of shear normal operations resumed. ATC notified.
201410292	24/07/2014	EGPA (KOI): Kirkwall	Airplane	Smoke from landing gear.	After the passengers had disembarked the pilot reported smoke was coming out of the undercarriage, he reported "there is no imminent danger" but requested to be checked out. It was checked by the AFS, no further action taken.

201410931	11/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Helicopter descended below cleared altitude 3000ft. Helicopter reached 2600ft before climbing back to 3000ft. Standard separation maintained.	Level Bust. I was on duty as the Hels controller. I noticed that the height readout of a helicopter indicated that he had descended to 2,600ft. The pilot was instructed to climb immediately to 3,000ft QNH 985, because his height readout indicated that he was at 2,600ft. The pilot climbed back to 3,000ft. No other aircraft was involved.
201411226	15/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Unauthorised pushback from Stand 14.	I was on duty as GMC/GMP. An EMB145 had been pushed off of Stand 12, and would shortly taxy for departure. A SF340 was parked on Stand 14. Without clearance the ground crew of the SF340 commenced a curve push back off of Stand 14. Initially I didn't see the aircraft move, it was as it crossed the vehicle roadway and commenced the curve towards the EMB145 that I spotted the unauthorised movement. I tried to contact the ground crew / tug on the radio but received no reply. I then spoke to Airfield Operations to request a vehicle be sent to the ground crew. Ranger 4 called me on the radio to confirm that the aircraft / ground crew didn't have clearance and proceeded to the aircraft / ground crew. By this time the aircraft was stationary on the Delta Taxyway facing West. The tug had been disconnected and was in the process of being turned around so it could be reconnected to the aircraft. □ Supplementary 16/08/14:□ Tug crew performed an angled pushback without ATC clearance. The Tug crew observed a signal from a security vehicle and understood this as permission to push the aircraft back. Airside Operations were enroute to provide an R/T escort for the a/c at the time. ATC also observed this unauthorised pushback. □ Supplementary 04/09/14:□ There is a robust procedure for vehicle escorting on the airfield, but it is possible the tow team were not familiar with this. Had the tow team been in possession of a manoeuvring area driving permit, there would have been no requirement for an escort which would have removed a potential link in the error chain. This incident was caused by the tow team interpreting the Security driver's thumbs up as approval to conduct the pushback and tow.

201411541	18/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Fuel management panel failure.	Shortly after levelling off in the cruise, auto transfer was selected on, but remained off, despite repeated recycling. RH fuel quantity then went blank. Fuel was successfully transferred from LH sponson to LH group, despite auto transfer off light being illuminated. No indications were available for RH sponson fuel transfer, so the estimated 100kg in that tank were considered to be unavailable. Some fuel was transferred from RH group to LH, but only the minimum required, to preserve fuel in the RH group. Landing fuel was estimated to be 800kg usable, so no further actions were taken. Shortly after landing, the problem cleared itself but the fault was entered in the a/c technical log. CAA Closure: Investigations identified that the fuel management panel as faulty. Considered to be a random failure, fuel panel replaced with no further reports.
201411639	23/08/2014	EGPE (INV): Inverness	Airplane	Birdstrike on landing.	Nose struck and damaged. Species indentified as Kestrel.

201412000	01/08/2014	EGKK (LGW): London/Gatwick	Airplane	Laser attack.	
201414225	07/10/2014	EGKK (LGW): London/Gatwick	Airplane	Unreported damage. Dents on fuselage, near to door L2, discovered on arrival.	Damage was found upon arrival. Dents into fuselage near to door L2.

201414425	08/10/2014	EGPB (LSI): Sumburgh	Airplane	Alleged runway incursion. A/c cleared to land on runway occupied by a vehicle.	Fltnum12 lifted Heli06 on a track for Fair Isle SW VFR not above 1000ft. On passing the airborne time to APC we coordinated an early handover of an SF340 15nm SW of field inbound on a visual approach R/W09, restricted not below 2000ft until on finals against the departure FltnumD12. Conscious of the need to see the inbound to allow it to descend below 2000ft, both myself and the ATSOA began looking out to the West; this required turning away from the desk and walk across the VCR to the limit of my headset. The view was hampered by a low bright sun in the West and sea salt on the VCR windows following a recent storm. Unable to see the inbound the road barriers were selected earlier than normal. During this time an S92 called, and was told to standby. I then then became visual with the SF340 at approximately 7-8nm. I informed the SF340 that he could now descend as required. Due to the later than normal decent of the SF340 I issued an early landing clearance, during which time I conducted a quick scan of R/W09, which appeared clear. On turning to place the FPS in the landing bay I noticed a vehicle blocking strip. I carried out a second scan of R/W09 and still could not see anything on the runway. There are occasions where an OPS vehicle may vacate without reporting and whilst I considered this a possibility I scanned R/W09 a third time and observed a vehicle tracking easterly between the 09 PAPIs and the intersection. The vehicle had been obscured by a combination of VCR structure and fittings, bright sun and contaminated windows. Checking the SF340 I estimated it to be over 4 mile final, so instructed the vehicle now turning down R/W15 to vacate via the access road and told the SF340 to continue approach. Once the vehicle had vacated I cleared the SF340 to land.I was in some doubt whether I had cleared the a/c to land twice; when I asked the ATSOA she was also unsure. When the a/c vacated the runway I asked the crew if they had received two landing clearances. The pilot flying replied no only the one. The other pilot was unsure, but stated he thought he heard something, but as they had not selected the landing lights which were part of the post landing clearance checks, he was uncertain. METAR 1450Z 04009KT 9999 FEW016 12/09 Q991
201414682	16/10/2014	EGPC (WIC): Wick		Vehicle passed clearance limit however recleared to cross the R/W after ATC ascertained the distance of the inbound a/c.	

201414760	19/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Go-around flown due to windshear on final approach.	At approx 500 agl on ILS to rwy, the wind on the ND was seen to veer from approx 240/25 to 270/17. This decreased headwind and some sink caused the airspeed to decrease and a red windshear warning was seen and heard. At no point was the speed seen below VLS. A windshear TOGA was flown. Windshear TOGA flown and a pilot report given to ATC. A subsequent approach was flown uneventfully. Before this approach was flown ATC was asked if other a/c had received windshear. This was a negative and there was no report of windshear on the ATIS.
201415311	29/10/2014	En route	Helicopter	Autopilot failed during cruise.	In the cruise, the Master Caution illuminated, together with the AP 1 FAIL, AP 2 FAIL and AFCS DEGRD captions. Crew acted iaw EOPS, and the autopilots reset. No further occurrence.

201407234	01/06/2014	EGPA (KOI): Kirkwall	Airplane	Taxi light detached during take-off.	On arrival the Captain performed the walk around and discovered that the taxi light was missing from the nosewheel and wires were hanging. Airfield Ops were informed. The Captain then phoned ATC and the light had been found intact on the runway from departure airfield. Taxi lamp clamp found broken - parts removed and wiring stowed - defect transferred to deferred defect iaw MEL 33-41-2. Bracket on order with OEM.
201410418	30/07/2014	EGPO (SYY): Stornoway	Airplane	Cargo loaded and carried on incorrect flight.	Cargo for GLA loaded on INV aircraft in error, 3 pieces at 53kgs total.

201410756	07/08/2014	EGPB (LSI): Sumburgh	Airplane	Infringement of the Sumburgh CTA (Class D) and subsequent PAN declared due rough running engine. A/c diverted, RFFS alerted.	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: 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 offered a vector to keep them clear of the high ground and more likely to become visual in a good position for an immediate landing. The a/c landed safely at Sumburgh having remained on the radar frequency at 1114Z. At the time of writing this report, it was not apparent whether the resultant engine problems were a contributing factor to the initial zone infringement. Supplementary 12/11/14: This infringement of the Sumburgh CTR occurred when the PA32 continued to track South into CAS having been instructed to standby after making their first call to Sumburgh Radar, when 1nm North of the CTR boundary. Sumburgh Radar subsequently identified the PA32 and advised them of their error, before issuing a zone transit clearance which was read back correctly. At this time there was no mention of an engine problem. The pilot of the PA32 later said that when he entered the Sumburgh CTR without a clearance he had been distracted by the engine problem which
201410863	10/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Runway incursion by an EMB145.	I was plugged in at 1300z, on the bandboxed tower position, controlling on the ADC panel. At time 1311z, an EMB145, parked at the company hanger requested clearance for destination and start-up. The clearance was issued and the start-up was approved. Traffic was building up at the time with 3 aircraft down the ILS for R/W16 and a VFR joiner from the Peterhead Lane. At time 1323z, EMB145 requested taxi for departure. Knowing that he would have to either cross or backtrack the runway for departure, with the traffic situation, I knew he was not going to depart very quickly. Therefore, I instructed him to taxi holding point E5. I continued to control the other traffic passing traffic info for the light VFR joiner to an aircraft on final. I had noticed that EMB145 had started moving but only slightly. After speaking to the ILS traffic for another minute I noticed that EMB145 was now on R/W23, and he had entered the runway from E7. He was immediately instructed to hold position and stated he had entered an active runway. At the time the QNH had changed so he was passed this information. Knowing he wasn't going to depart in the next 10 min's, I held him on R/W23 where he was instructed to hold. I eventually moved him to holding point E6. After an airliner had departed he was instructed to cross R/W16 to vacate D2. He crossed R/W16 and apologised on the RT for the error, to which I replied there was no traffic to effect so not to worry, but to inform him he had infringed a runway, not wanting the pilots to panic or not to be focused. He subsequently taxied along 'A' and 'M' to M9. He did try to request his clearance again, but was picked up by the crew and I was told to disregard. He then departed and was transferred to radar. Supplementary 04/09/14: Being unfamiliar with the taxi route from the hangar, the crew of the EMB145 had expected to be given a clearance to taxi E7-E8-E9 and had briefed accordingly. In addition to complying with the taxiway restriction , ADC issued a clearance to taxi to E5 as the aircraft was already pointing in the direction of this holding point, however the fact that this was not as expected by the crew was not detected by them and they followed their expected route. ADC's phraseology was correct and unambiguous and did not contain a R/W23 entry clearance from any holding point. Upon identifying the incursion ADC immediately took positive action to stop the aircraft before then

201410906	09/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Rejected take-off due to door open caption.	During transition prior to TDP Master Caution and Door Open caption illuminated. Take off rejected. Door checked secure. Flight resumed without further incident.
201412416	04/09/2014	EGPC (WIC): Wick		Two unauthorised workman observed airside.	Unauthorised workman airside. Two workmen observed from VCR, climbing over perimeter fence at crash gate C onto airside and walking towards electrical distribution box on east perimeter of airfield. AFS dispatched to remove from airfield.

201413024	15/09/2014	EGPC (WIC): Wick	Airplane	PAN declared and aircraft returned due to ACU failure. A go-around was carried out because of low cloud and the aircraft was diverted to a nearby airfield.	Aircraft departed on a local oil survey flight on a basic service. Immediately after departure the pilot declared that he wished to return with an ACU failure, and wished to fly the VOR/DME approach rw13. He was instructed to climb to altitude 2000 feet and cleared for the approach rw13. On asking if the pilot if he wished to declare the emergency, he called a PAN and we initiated a local standby with the AFS via the crash alarm. At 14:00, the aircraft went around due to weather and elected to divert. I then changed the service to a procedural service. I co-ordinated with the relevant approach controller. The aircraft diverted and we stood down the local standby. Tower controller at the airfield advised me at approx 14:22 that the aircraft had landed safely□ Supplementary 15/09/14:□ Just after departure from runway 13, LH ECU A and LH ECU B fail captions appeared on the PFD. Checklist was performed by the PNF which resulted in ECU B FAIL clearing and ECU A fail still illuminated. PANPAN was declared and attempted a VOR approach at departure airfield. Go around was initiated because of low clouds and we diverted to another nearby airfield. Engine(s) were running and performing normally and no other abnormalities were observed. FADEC download carried out and ECU A and B observed. Fault traced to Turbo actuator not controlling the waste gate. Download sent to Centurion who confirmed our diagnosis, actuator on order not replaced yet due to distance from base.
201413142	16/09/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Aircraft diverted due to RH Fuel low-level warning caused by jet pump clogging.	During cruise, just as we made radio contact with vessel, WARN-FUEL on CWP and low-level arrow indication annunciated on Fuel panel by RH Longi. Disappeared a few seconds later, then reappeared and stayed on for rest of flight. Level of both Longis checked and RH side was down at 80Kgs. EOP 5/3 consulted. States "If contents greater than 70kg then warning is spurious". Granted at last check both longis had been up at 180kg, this advice was viewed with a large dose of salt and crew prepared to divert if level hit 70kg. Level hit 70kg 1 minute later and decision immediately made to divert. EOP advises that fuel should be transferred to the longi with the low level to maintain 50kg on that side & land as soon as practicable. With only c.400kg in either side but non-longi fuel on RHS unusable, crew calculated they could make it there on both engines with a little more than 200kg of usable fuel remaining (i.e. from LH group + RH longi). Thus both engines kept operating with transfer from LHS to RHS and no emergency declared (longis being checked every minute or so). If flight had been c.10 mins further then it would have been necessary to shut down Eng 2 in order to conserve remaining fuel for Eng 1 to get there. Immediately after landing, longi levels checked again and had recovered to >150 both sides! A/c shut down on arrival & Engineering consulted. Debris found blocking jet pump filter. Ground run & air test completed before picking up passengers and returning due crew out of hours. Initial investigation: the feeder tank allows fuel to transfer from the main tanks to the feeder tanks in the event of a jet pump failure; this one way flapper valve being stuck open allowed the feeder tank fuel to travel back into the main tanks explaining why the feeder tanks became so low so soon after a fuel check. Therefore we believe that the debris found in the jet pump filter is not the primary cause at this time and investigation ongoing. Pilot reported R/H low level fuel indication and only 50KG of fuel in feeder tank in flight. On landing low level light extinguished and fuel level increased to 150KG. On investigation after opening up fuel tanks #2 and #4, the 8" pressure balancing hose was found lying in the bottom of fuel tank #2 in the channel adjacent to the lower one way flapper valve. It has been assumed that there was a good chance that this pipe has got jammed in the flapper valve and wedged it open allowing fuel from the feeder tank (#2) to flow into tank #4 whilst in flight. As the A/C has come into land the pipe has dislodged itself from the

201413758	24/09/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Maintenance check overrun.	Looking through the tech log before signing out the aircraft for a flight it was noticed that TL 5 wasn't performed and in fact overflown by 12 hours. Check performed. Late departure.
201413777	29/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	C of G error captured before final loadsheet issued via ACARS.	Aircraft was loaded with 3 ULD's in AFT as per CLC instructions. Aircraft pushed and was taxiing when handling agent received call from CLC to advise that a/c was out of trim. Handling agent immediately tried to contact captain on ground to air radio but no response so contacted ATC who passed message to a/c that 3 passengers need to be moved to front of a/c. The a/c held in position at M9 for approx. 10 minutes until passengers moved. Final loadsheet was then sent via ACARS to a/c and cockpit acknowledged the loadsheet.

201414013	05/10/2014	EGLL (LHR): London/Heathrow	Airplane	Vacating B777 infringed A321's cleared taxi route.	After vacating N5W, cleared by ATC to taxi westbound on B. Vacating B777 from N6 continued northbound on E crossing our cleared route on B without ATC clearance. We stopped with adequate clearance from the vacating 777, and were thanked by ATC for "giving way". Supplementary 09/10/14: I was mentoring in GMC 2+3. A321 vacated 27L at N5W and was instructed to route A/F/B Link56 to gate. B777 vacated at N6 and did not check in and routed North on E in front of the A321. The A321 then reported that they were giving way to the B777. My trainee responded thank you and called the B777 to see if they were on frequency. 5 min's later the A321 reported that they would be filing a safety report.
201414351	07/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Component overfly.	Due to part number change on MGB assembly, overfly for one maintenance task was experienced on 4 aircraft. The part number was in the system and being processed but aircraft hours flown exceeded maintenance periodicity. Service desk submitted to move the task from the MGB assembly to the airframe.

201414532	13/10/2014	United Kingdom	Helicopter	Unable to open cabin door due to being stuck closed.	After landing the NHP tried to open the cabin door without success. Assistance was sought from outside but the landing officer and his crew were also unable to open the door. Aircraft RTB without further incident. On landing at at base the door was opened with the assistance of a large screwdriver.
201415197	28/10/2014	En route	Helicopter	PAN declared due tail rotor gearbox overheating during cruise.	Frequency very quiet, aircraft was approaching the 80 miles mark. I had already advised him there was no known traffic offshore and they could report to me once they transferred the flight watch offshore. Before they could do so, they called me with a PAN PAN due to a tail rotor gearbox overheat indication and stated they intended to land as soon as possible. As they descended low level, I lost radio contact with them on frequency, and managed to relay through another aircraft to make sure they were speaking to the offshore frequency (which they were). We were advised that they landed safely,□ Supplementary 28/10/14:□ During the cruise 'WARN' illuminated with an associated 'TGBT' caption on the VMS. Aircraft immediately decelerated to Vy, four-axis coupled. EOP consulted, drill 7/8 actioned. Line test returned 'Normal', high TGB temp confirmed. PAN call made and aircraft landed and immediately shut down. Engineering assistance sought. During the flight out the crew observed a 'TGB.T' indication on the VMS. Following their flight procedures they landed, shut down and contacted engineering back. On the information given by the crew the fault was diagnosed to be either the TGB temp probe or associated wiring. Myself and another engineer where sent out recover the aircraft, on investigation it was found that the wiring to the TGB temp probe was at fault. The wire was repaired and the TGB indication system was tested 'satis'. The aircraft was released and returned back. As a precaution Improvement of IGB and TGB temperature probes and wiring has now been carried out on all aircraft type.

201416044	14/11/2014	En route	Helicopter	PAN declared due to fluctuating gear box oil pressure during cruise.	Aircraft was approximately 7 miles nw of airport routing for a 5 mile point for rwy to carry out a low &slow approach for training when he declared a PAN for a fluctuation in the gear box oil pressure. Full emergency was declared. Aircraft landed safely on rwy. Incident was stood down by fire chief. Supplementary 14/11/14: During recovery to base, MRGB OIL PRES amber caption illuminated momentarily. This drew crews attention to MGB oil pressure on EICAS which was observed to be decaying from 60PSI. On reaching 45PSI, MGB OIL PRESS amber caption illuminated and associated pressure indications stabilised at approximately 40PSI. Drills completed iaw EOP 5/3. Aircraft speed reduced to 80kts and turned towards nearest point of land. PAN call initiated. After approximately 45 seconds, pressure observed to steadily increase and caption extinguished. Aircraft recovered to base via running landing. MGB visually inspected for leaks and cracks , no leaks apparent. MGB oil level normal and filter bowl button not popped. Pressure switches and wiring inspected with no sign of any visual defect. A/C sent for 30 minute hover/flight test, A/C assessed as serviceable.
201416336	26/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Laser attack.	

201416991	07/12/2014	EGPE (INV): Inverness	Airplane	Go-around flown due to flaps failed to change position.	Aircraft was observed to be commencing a go-around. The aircraft was issued with appropriate missed approach instructions and the APS ATCO was informed. The pilot advised he had a minor technical problem and was intending to carry out further vectors. The pilot was transferred to APS frequency. A Local Standby, in accordance with the airfield Emergency Orders was initiated at the airfield. The pilot reported to APS that the go-around was due to flap problems. The pilot then elected to enter the hold in order to resolve the issue. After a period of time the pilot advised he was ready to commence vectoring, he would be 10 knots higher speed on final approach but anticipated a normal landing. The aircraft landed safety. A surface inspection was completed and the Local Standby then terminated by AFS. Supplementary 07/12/14: On final approach, Flap 35 selected at 145kts, flap failed to move from Flap15 and a Flap Power Caution was generated. We elected to discontinue the approach. We elected to maintain our Flap 35 selection and fly Vref35 Icing +10 as a minimum speed. and requested radar vectors to the ILS. The gear was selected down at 5d and a normal approach and landing was made. The aircraft was taxiied to stand on both engines. During this time the FO travelled the flaps Up, Down and on the subsequent Up selection another Flap Power caution was generated and the aircraft was shut down with Flap 35 extended. Two subsequent engine runs resulted in further flap power and flap drive cautions with an indicated loss of system pressure on the CDS, although pressure and contents of all three hydraulic systems had remained stable and sufficient throughout the duration of the flight.
201417604	28/11/2014	EGLC (LCY): London city	Airplane	Four aircraft targeted by a laser.	

201417805	21/12/2014	EGGW (LTN): London/Luton	Airplane	Ground vehicle towing steps drove in front of an A319 being marshalled onto Stand 3. A319 made an emergency stop.	Ground Handler drove in front of taxing a/c. As ground staff was marshalling A319 onto Stand 3 the a/c had to make an emergency stop as a member of staff drove in front of the a/c whilst towing steps. Airport operations were informed.
201417813	19/12/2014	EGPB (LSI): Sumburgh	Airplane	Lightning strike during final approach. Smoke and smell in flight deck. Aircraft damaged.	Loud bang, smoke, flash of light, with smell of "OZONE" for a second. "Light" appeared to have travelled through to rear of cabin. Aircraft performance, instrumentation appeared to continue to function normally. Decision to continue approach to land; final approach clear of TS and CBs. Threat of multiple CBs in surrounding area and chances of further lightning strikes significant. Aircraft appeared to be operating normally but further damage to aircraft unknown. Initial Line Check being carried out on new First Officer. Supernumerary crew checked cabin crew "OK" No passengers onboard. Prior to approach: Threat and error management included in thorough brief, prior to flight and in-flight to mitigate threats associated with expected conditions and flight. SIGMET and weather forecast briefed. Crew planned for Ice Speed landing. Weather avoiding around multiple CBs and returns on weather radar in the area flown. Non standard weather avoiding missed approach briefed. Dome light ON after report of lightening in the area and vigilant weather avoiding discussed. After landing, crew debrief carried out. Operations and local engineer informed and liaised with. Aircraft found to have damage along crown of fuselage with at least 7 "holes". Tech log entry linked to sector raised. "Lightning strike reported by crew, believed to be above flight deck along crown of aircraft fuselage. Gear Up, Flaps Up".

201407566	11/06/2014	EGPC (WIC): Wick	Airplane	Temporary loss of communications.	Pilot inbound VFR had reported right-hand downwind for RW31and was instructed to report final. Aircraft was observed turning final and was subsequently cleared to land. No read back of the landing clearance was received. Landing clearance was issued again and, once again, no read back was received. Landing clearance was issued a third time and pilot was also informed that a read back was required. A quick telephone call was made to the local handling agent to check that pilot wasn't speaking to them on their frequency, they confirmed he wasn't. As the a/c was just approaching the threshold of RW31, a steady green light from ALDIS lamp was quickly displayed from the VCR to the aircraft, to confirm that he may land. A comms. check was quickly made with pilot of aircraft 2 who had only just started up on the apron, and who confirmed that my messages were fully readable. Aircraft 1 landed without incident at 11:49 and immediately transmitted an apology that he had accidently knocked a switch on his radio on final and had received all of the previous transmissions that had been made to him.
201408188	20/06/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Smoke in cabin from APU bleed.	On arrival at the aircraft, the crew powered up the APU. After 2 minutes, the bleed air was selected on to provide air conditioning due to the ambient temperature being warm. A mist was noticed in the flight deck and in the cabin too. The APU was shut down by the crew, aircraft secured and crew vacated the aircraft. Maintrol were informed and the aircraft was left to vent with the doors open for approx 45 mins to 1 hour. After liaising with Maintrol the Captain carried out an ACF procedure for the APU. Engine runs were carried out by the crew to check that the engine bleeds were functioning□ correctly as per Maintrol request. The result of these were satis and once the crew were satisfied that the cabin was clear of any residual smells from APU bleed, the flight preparations continued normally. No medical attention was required. On arrival an engineer met the aircraft to investigate the issue further.

201409044	02/07/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Maintenance overrun.	Engineer identified a maintenance overfly of 6.25Hrs. The maintenance overfly was with relation to the 500Hr Inspections on the Crew and Pax Seats, as well as the 500Hr Tail Rotor de-ice Slip ring and Brush Block assembly inspection. The maintenance was ordered by Part M Organisation via e-mail. It would appear that the engineers only became aware of the maintenance requirements on the evening of the 1st July. Maintenance Managers Report : Investigation into event completed.
201410509	03/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	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 levels the D&D call was not a distraction but could have been in a busier scenario. Supplementary 04/08/14: Early in the cruise P1 noticed a couple of flashes of TGB T light, light then illuminated constant. P1 conducted a line test, and line test confirmed Pass. Airspeed reduced to 80kt. PAN declared & RTB was immediately requested. Crew then elected to descend to 1000ft. Drill 7/6 was then carried out with another line test. Line test now failed. ILS carried out.

201411232	15/08/2014	EGLL (LHR): London/Heathrow	Airplane	Unstable approach. Go-around flown.	Flap 3 final approach speed caused closing on the A/C ahead. Decision was made to change to flap full but the flaps were still travelling when the 1000ft call was made. Approach was considered unstable and a go around performed followed by a normal landing. Normal go around performed following standard missed approach. Second approach to a safe landing.
201411312	13/08/2014	Not specified	Helicopter	Aircraft given incorrect QNH, 999 hPA instead of 990 hPA.	On contacting the Sevan Hummingbird, we were given an incorrect QNH by their radio operator. The QNH given was 999 Hectopascals and the Miller QNH was 990 (a potential height error of 300 feet). This large difference prompted us to query the QNH given by the Hummingbird. We confirmed it with them twice. The Britannia radio operator heard our radio conversation with the Hummingbird and advised that the QNH reading he had was 990, the same as the Miller QNH. The Hummingbird radio operator then contacted again to say that the QNH was, in fact, 990 Hectpascals. It should also be noted that our approach to the Hummingbird was to be an ARA with the MDH being 200 feet.

201411747	26/08/2014	En route	Airplane	Aircraft diverted due to engine malfunction. No PAN declared.	Aircraft was handed over without warning by Swanwick Military as it approached the overhead. Pilot reported left-hand engine operating on reduced power but was not declaring a pan/mayday. Full emergency called. Aircraft vectored for standard ILS and transferred for landing clearance to tower. On short final the pilot advised that the left-hand engine had been shut down, and that he would need assistance manoeuvring on the ground after landing. Aircraft landed safely and vacated runway, but subsequently had to be towed to the apron. This reporter is concerned about an apparent reluctance by crew to declare an emergency. Supplementary 26/08/14: In the cruise just received clearance from Swanwick to join controlled airspace at NATEB. It seemed as if the prop sync had a bit of a wobble and the FO went to reset the condition levers. On doing this when he went to increase power the left engine did not increase and subsequently settled between 40-45% torque. All other engine indications were normal and stable, including all pressures and flows. No CAP captions. ATIS was good and seeing as we were nearly abeam a suitable airport, elected to divert there rather than continue. We tried to re datum the condition levers to 100% and back to 96% to no avail. We also tried to increase the power lever to maximum and this had no effect, but by bringing back the power lever this did reduce power to that engine. We elected to keep the engine operating as we were still achieving 45% torque and as long as we were getting 25% i was happy to make a 2 engine approach. No Mayday or Pan was called due to this been a precautionary divert and no immediate danger was present. ATC were kept informed of the nature of the problem at all times. The cabin crew was told that we were diverting as a precaution and to prepare the cabin for landing in approx 10 minutes. In accordance with QNITS. PA made to passengers in brief detail. On the downwind leg torque had reduced to approx 30% and all indications normal. no vibration felt or observed. By the time we had turned to intercept the localiser, torque had reduced to below 20% and my thoughts had turned to shutting down the engine. The yaw damper was disengaged in anticipation of this. On the glidepath at approx 2/3 miles condition levers were advanced and on the left engine indicated 0% torque fluctuating to plus + 2 and - 2 on seeing the possible negative torque indication the first officer
201412823	09/09/2014	EGPM (SCS): Scatsta	Helicopter	Input2 chip caution light illuminated whilst rotors running.	INPUT 2 CHIP Caution light came on whilst rotors running on the north apron. Aircraft was shut down for engineering inspection.

201413023	13/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Uncommanded temporary high engine torque.	Shortly after take-off LH engine torque indicated 108.7%. ITT indicated normal at approx. 730deg C. Reduced LH engine torque to 102%. Further random fluctuations of +/- 10% on LH engine during descent.
201413035	21/09/2014	BLACA	Airplane	UK AIRPROX 2014/178 - Kitfox and a C172 4nm NNW of BLACA, in Class G airspace.	

201409215	09/07/2014	EGPE (INV): Inverness	Helicopter	After landing gear selected down red unlock light illuminated.	On commencement of final approach checks, prior to starting a procedural ILS, the landing gear lever was selected down. The red 'unlock' light was seen, undercarriage movement could be heard and felt through the aircraft, hydraulics showed correct indications of landing gear movement. The red 'unlock' gear light distinguished but the 3 green lights did not come on. Approach continued to a hover to confirm gear down by the fire service, who confirmed they were down. Aircraft flown back continuing to a hover at the compass rose and landing gear was confirmed down by engineers, aircraft ground taxied back and shut down.
201411062	13/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Engine failure on approach.	On short finals the fuel pressure light illuminated. Moments later the Engine Failure #2 indications with associated aural warning and drop in Nr. The PF (left hand seat) took control and continued the approach as a single engine profile. The engine seemed to relight (due to the Auto-Relight function) but continued to fail approximately 3 more times. A running landing was agreed and tower informed of this intention. As the failure occurred on the very final stage of the approach a continued call was agreed by the crew. On taxi back to base the engine failure occurred one more time while power was being applied.□ CAA Closure:□ Investigations carried out and subsequent to vacuum test, the main fuel hose was replaced. Collector can rivets found broken and all debris collected. Fuel feed inlet check valve inspected for FOD, small amounts found and sent for analysis. Debris removed and area cleaned. Top deck fuel selector valve actuator inspected for correct operation, fuel filter inspected and fuel contamination flushing process carried out. Further vacuum test carried out satisfactorily. Ground runs and hover checks carried out with final flight test and aircraft declared serviceable. Root cause inconclusive but fuel system leaks suspected.

201412418	01/09/2014	Forties Bravo	Helicopter	Pilot's seat unsecure.	On final approach as pilot flying I flared the aircraft to perhaps 10 degrees nose up. In doing so my seat slid backwards - handed control to my colleague, adjusted the seat and conducted the landing. Engineering note: Seat mechanism inspected and locking pins and rails cleaned and assessed serviceable.
201413592	26/09/2014	Claymore A platform	Helicopter	PAN declared due to engine surge/stall warnings.	Aircraft was doing deck training. Appeared to be climbing out and tracking as normal when he called at 1A looking to climb to 2A. He said he had an engine problem and had idled back an engine. Was identified given a ROT and climbed to 2A routing direct. When asked if he was declaring an emergency he declared a PAN, he was told to squawk 7700 and confirm SOB. WM was informed. When queried he confirmed it was the #1 engine that was idled back due to surge/stall warnings but when asked did not indicate any other problems with the aircraft. He was informed of traffic which was 14nm SE of him that would be available to escort him. He said he didn't need the escort. Aircraft 2 was transferred and given the aircraft headings to converge with and escort the PAN aircraft. Was at approx 65nm and routing to the field at 2A when I was relieved.□ Supplementary 26/9/14:□ On initial climb out we heard compressor bangs surging and stalling with the associated Engine pod was showing spikes in Ng and TGT and sporadically turned yellow. We levelled the aircraft and consulted the EOPs we then retarded the throttle of the affected engine and the stalling ceased we then tried to return the throttle to fly and almost immediately the surge/stall returned. We then idled the engine and decided as a crew to start the APU. We declared a pan call who had the flight watch and subsequently to radar. We returned with the engine at idle to a running landing. We elected not to cross feed as we were going to land with sufficient fuel on the good engines tank and the number one wasn’t going to be beyond 700lb imbalanced.

201414212	01/10/2014	EGPH (EDI): Edinburgh	Airplane	Landing gear failed to retract.	On departure, landing gear selected up, disagreement light remained on and hydraulic pump continued to run. Abnormal checks carried out and did not solve the issue so landing gear was lowered. Returned to airport of departure. Starboard main landing gear door was found in the down position and a spring was missing from the mechanism - under investigation.
201414428	10/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of hoist inspections due to incorrect date set in maintenance database.	Four hoists found to be overdue their 1 year inspection. The reason for this I have found out to be when the original AD (AD 2013-0275R1) for the Hoist was certified, the two year overhaul date had to run from 04/12/2013. When this was set in database, it recalculated all the inspections to run from this date, thus any inspection that was due had been reset from 04/12/2013. This problem will be resolved with the latest revision to the QID050 which is in the process of being released as I have reset the Hoist Overhaul back to 10 Years from Manufacture and introduced a recurrent 2 Year inspection to cover the 2 Year Clutch overhaul. I have been in contact with the maintenance department and have arranged for the overdue maintenance to be carried out today.

201414574	15/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Prolonged loss of communications (PLOC).	Aircraft on frequency FL410 routing to VADNO. Approximately 09.10 I sent the a/c to area, no contact. Tried several times, tried a relay through another aircraft. No response from him trying frequency. Phoned ocean, no longer logged on with them but sent a message via telephone for him to contact HEBs frequency as almost at the boundary of my airspace. Made contact with HEBs approximately 09.25.
201415298	28/10/2014	Not specified	Airplane	Avoiding action given.	Avoiding actions due to aircraft popping up low level on ATC screen. Right to heading 270. It subsequently disappeared so we resumed navigation to a heading 210 as per ATC instructions. Correct action by crew - SOP's followed.

201415360	30/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Birdstrike to flight deck window.	Cruising 1500ft offshore, when there was a thump and the centre screen was hit by a bird(probably a duck sized bird). Screen remained complete but crazed. Blood smeared on screen. no other evidence of damage or remains. Returned back.
201415657	06/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Windshear on departure.	On passing through 1300ft we had a windshear caution. Maximum thrust was applied and the departure was continued with no further incident. Windshear was reported on the ATIS so a rated take-off was set. The initial stages were a little bumpy but no significant speed or altitude deviations were encountered. Shortly after passing through acceleration attitude the windshear encounter occurred.

201415764	09/11/2014	EGAC (BHD): Belfast/City	Airplane	Spurious radar returns.	Spurious Radar Return. I was in radar and released A320 on Pepod 5A, when the aircraft got airborne the first return was approx 1 mile out at 1500ft when it then split. An SSR return turned NE and the PSR/SSR with callsign showed tracking south of runway heading before coming back onto track approx 4 miles out. When the aircraft was transferred and was identing, both returns idented and both were showing uncorrupted data. The SSR return continued northbound before fading approx 8 miles north of the field passing FL80. Supplementary 11/11/14: At approx 12:58 DHC8 departed R/W04. Both PSR + SSR returns split at 0.5nm, this caused an STCA warning between both the genuine return and that of the spurious return. The spurious return continued NW bound to approx 15nm indicating FL90.
201416497	21/11/2014	En route	Airplane	Autopilot disconnected due to turbulence.	Vectored onto a right base for runway when it was noted that there was a strong tailwind. Flap 5 was selected so as speed could be reduced for intercepting the localiser. At this point while in clear air there was sharp burst of turbulence. The red speed tape rose sharply as speed reduced by approx. 20 to 30 knots and the autopilot disconnected. Captain applied power to recover lost speed and attitude was kept level until speed increased. When stabilised the autopilot was engaged and we continued to a normal landing. We had been vectored from the southeast prior to this event and had only encountered very light turbulence. As neither pilot could be certain of the severity of the turbulence encountered Maintrol were advised and a FDR download was made to confirm that turbulence was within limits prior to the next sector. Neither pilot recalled any activation of stick shaker in the cockpit. It is also my recollection that the Incr Ref switch was in the off position.

201416615	27/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Loss of separation between a JS41 and an EC225.	At approx 1145 I was vectoring JS41 right base for R/W16 at Alt 3000 ft. I gave JS41 a heading of 130deg to establish on the localiser. At the same time I was vectoring EC225 helicopter on left downwind at Alt 2500 ft, and to prevent the helicopter travelling too far downwind I gave EC225 a heading of 160deg to parallel off final approach. The plan was for JS41 to accelerate ahead of EC225 which I could then put on a base leg behind. I was closely monitoring both a/c as there was minimal separation between them. I expected JS41 to establish on localiser, which did not happen, as JS41 crossed the localiser I gave a heading adjustment to EC225 then asked if he was established. The pilot replied he was not cleared to establish, which I then realised was the case as the strip said A30 rather then what I would have expected to say A00. I then gave JS41 a closing heading. EC225 then reported the other a/c visual. The separation between them is believed to be 2.8nm and 500ft at the closest point, until JS41 turned onto the new heading and started to fly away from EC225. Supplementary 13/02/15: The loss of separation between JS41 and EC225 was caused by the FIN controller's failure to clear JS41 to establish on the localiser from the closing heading, which meant that they continued through the final approach track towards EC225. As a defensive controlling technique, the FIN controller had maintained 500ft between JS41 and EC225 because they would be turning in from opposite side base legs, thus ensuring that there was never a risk of collision. Because the controller was closely monitoring the situation, he immediately recognised that JS41 had not established and he resolved the confliction in a timely manner, turning both aircraft away from each other.
201407382	05/06/2014	Scatsta	Helicopter	Overweight take-off.	Aircraft 417 lbs overweight on takeoff. Crew returned from first flight. Capt calculated required fuel. Aircraft was rotors running. During transfer between the two flights details and location of next destination passed to crew. Captain was distracted whilst determining the fuel and time to the destination as no carried fuel. I calculated the takeoff weight to be well within limits and it was a mathematical error with final takeoff weight. On departure, nothing was noted to indicate any increased power demand in the hover. The wind was straight down the runway. The error only became evident on return and the final MSLS was being completed.

201408322	23/06/2014	En route	Airplane	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.
201409951	23/07/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Wrong turn on ramp.	For flight planning and at briefing on aircraft R/W34 was in use. Just before pushback we were informed that runway had changed to 16. We rebriefed for R/W16 departure and checked R/W16 performance. Pushback at this location is always straight back. We were cleared to taxi to the R/W16 holding point but we turned mistakenly for R/W34. Once we noticed the issue we stopped the aircraft and informed ATC. We asked if R/W34 was available. They said it was so we again rebriefed and checked R/W34 performance. Aircraft departed normally. Once we arrived back, I rang the ATC watch officer to explain more fully the sequence of events. I told him I would file an ASR.

201412239	12/08/2014	EGBB (BHX): Birmingham	Airplane	Green laser attack.	
201412971	12/09/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	ATC initiated missed approach to EC225 due to wake turbulence separation on the aircraft ahead.	

201413020	14/09/2014	EGPH (EDI): Edinburgh	Airplane	Rejected take-off due to assymetric engine power indications.	The Captain was PM and the First Officer as PF ,the take off performance was calculated as TOGA Flex 87 which was set on the PMU for departure. As the PF initiated the take off and was setting take off power which was checked by the PM it was observed that the take off power on the Left engine was 87% and the Right engine was 100% this was followed immediately with the EICAS Caution ENG POWER MODE FAULT. The take off was rejected at a low speed , we vacated the runway carried out the malfunction checklist which rectified the problem thereafter we carried on with a second uneventful departure.
201414540	13/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	RH fuel system, faulty feeder tank supply pipe.	Crew report - During fuel transfer from the right hand system to the left hand system the fuel level in the feeder tank dropped below 150kg. All tanks for the right hand system opened. The jet pump output pipe in tank seven which supplies the R/H feeder tank was found with a kink in it. Pipe replaced and air test scheduled for the 14/10/14

201415869	11/11/2014	En route	Airplane	PAN declared and aircraft diverted due to passenger medical emergency.	Oxygen administered. Paramedics met the aircraft on arrival.
201416086	14/11/2014	Off shore platform	Helicopter	Dangerous goods not offloaded and travelled subsequent sector unmanifested.	Dangerous goods were taken to the Beatrice Alpha but failed to be unloaded, the paperwork was passed to the HLO. As a result, and unknown to the crew, the aircraft returned back to ABZ with Dangerous Goods on board.

201417430	13/11/2014	EGPE (INV): Inverness	Airplane	LH aileron cable found badly frayed and snapped.	Aileron cable and the other in the circuit replaced IAW AMM. Wear, due to wing flex in general area were the cable runs. This area is a known area of cable wear, aircraft manufacturer have been looking into the issue for some time, with no resolve to this as of yet.
201417487	09/12/2014	EGPH (EDI): Edinburgh	Airplane	Take-off continued with split torque greater than published limits.	Command training flight. RHS Take-off with 90% CTOT. Power levers advanced and set at 80%TRQ on both engines. PM announced "80kts - take-off power set" despite a split in torque of about 10% between the 2 engines. 90% RH Engine and 100% LH engine. The split was called out by the covering FO just below V1/Rotate Speed, but "V1-Rotate" was called almost straight away and the aircraft was rotated. The situation could have occurred due a combination of the slightly high original power set and a sensitivity with the LH Power Lever. Capt under training made it clear that he was aware of the split torque and considered it to be of low threat and was unaware of the split limitation published in the B2/B3. Crew debriefed themselves with reference to the published torque-split limitation of 3%. Threats associated with the actions are being discussed with the Flight Training Manager. Under investigation

201417631	15/12/2014	EGPE (INV): Inverness	Airplane	RH engine leaking oil post maintenance. 'O' ring found to be missing from oil filter.	On arrival following maintenance, oil was seen to be dripping from RH engine cowlings. On investigation it was discovered that the Oil Filter O ring was missing. Internal investigation on going. Maintenance organisation to provide us with finding from their investigation as to how this error occurred.
201417654	16/12/2014	EGPA (KOI): Kirkwall	Airplane	Momentary loss of control due to low tension of aileron cables.	On final approach, flap 35 was selected by PM. It was evident that a full unit of roll trim to the left was required to keep the aircraft flying wings level. With the flaps fully deployed, we were aware of some light airframe vibration at a speed of approximately 130kts. The approach continued normally, however, with a Vref of 109kts. The surface wind reported was 230/09kts and over the threshold, the PF started to adopt the normal landing technique with a slight crosswind from the left. A small amount of right rudder input and into wind aileron were used, however just before touching down at a speed just under 100kts, PF noticed that the control column had deflected full left with no apparent input. There was no obvious movement of the aircraft at this time in either roll, pitch or yaw. This resulted in PF experiencing a momentary loss of control, however almost simultaneously the aircraft touched down and control of the aircraft was taken by the Captain via the nose wheel steering. Aircraft was grounded pending inspection by engineering. LH aileron control system, cables tension found low at 250lbs, cables re-tensioned iaw AMM. Under investigation

201418009	18/12/2014	GRICE	Airplane	TCAS RA. Traffic info given. Standard separation maintained.	EMB170 was given descent to FL240 against opposite direction traffic at FL230 (DHC8). Traffic information was passed to the EMB170. He subsequently reported a TCAS RA to level off at FL250. Separation was not lost. DHC8 received a TCAS Traffic Alert.
201414738	17/10/2014	EGNT (NCL): Newcastle	Airplane	SB2000 pushed back from Stand 15 without ATC clearance.	A/c pushback without clearance. The SB2000 requested engine start only on Stand 15, a short time later the a/c was obsevred pushing back into the taxilane without clearance to do so. No other movements were involved and thus the incident did not pose any further problems.

201414759	19/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	PAN declared due to hydraulic problems.	Aircraft with 12 souls on board, was level at Alt 1500ft having just departed. The a/c was about 10nm sw of the and I asked aircraft if he knew what type of approach he was anticipating. Aircraft replied that he was expecting to do an ILS and would turn left to track towards the intermediate fix for the ILS. Shortly after this aircraft declared a PAN due to hydraulic problems. I acknowledged this and asked aircraft to squawk 7700,which he did. Other aircraft was on frequency at the time converging with aircraft also at Alt1500ft inbound. I asked other aircraft if he would act as top cover/escort for aircraft which he agreed to do. I turned other aircraft towards aircraft and he eventually got visual with aircraft and followed him into airport. All calls to D&D etc were done by the watch manager. The only calls I made were to airport App to advise them of the PAN and to ops at airport to advise them. I believe the a/c landed without further incident. Supplementary 19/10/14: During climb from 23C, 1 SERVO caption illuminated. Aircraft levelled, emergency check list consulted and actioned. Elected to return and pax informed. Supplementary 19/10/14: RAD was advised that it was a 'minor hydraulic problem' and a normal approach and landing would be expected. There was no ATSA available due to staff shortage so I called in another ATCO to act as the ATSA, who called the RFFS and requested a Local Standby. The RFFS were in position. Aircraft landed safely and the RFFS followed the a/c to the western apron. The runway was inspected and nothing found and the incident was terminated at the discretion of the RFFS Crew Commander
201414823	20/10/2014	En route	Helicopter	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.

201415106	26/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Significant windshear during flare.	Approach to RWY was expected to be turbulent due to the strong SW wind. This, windshear, go-around and baulked landing were included in the descent briefing. In the event the approach was not as turbulent as expected. Before handover for P1 landing Tower were asked about recent windshear. There were no reports. Approach was normal until the flare. Thrust levers were closed and a normal flare commenced. At approx 20-30 feet the aircraft 'fell out of the sky' due to a significant windshear. As the aircraft had touched down in the correct place without any bounce, the landing was continued. The landing roll was uneventful with a turnoff at the normal intersection at taxi speed. As a precaution a hard landing check was requested from the local engineer. Found to be within limits.
201415642	05/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Unauthorised curved pushback by a DHC8.	DHC8 was given their clearance which was for a R/W16 departure. Start up was requested & approved and shortly afterwards the r/w in use was changed to 34. A general broadcast to that effect was made. The crew asked whether they would still be able to depart on 16 and I confirmed they could. The crew asked for push-back, which I approved, and after a few seconds the crew advised that they were being given a curved pushback. The captain stated that they were not in two-way communication with the ground crew, but that they had confirmed with them that their departure would be off R/W16. He surmised that confirmation of the runway in use was taken by the ground crew as a clearance for a curved push. No other a/c were affected. Supplementary 24/12/14: The incorrect pushback was the result of the flightdeck crew giving an ambiguous signal to the ground crew, which they interpreted as meaning a curved pushback was to be conducted.

201415950	25/10/2014	EGPE (INV): Inverness	Airplane	Procedural Approach issues.	
201416122	15/11/2014	EGPA (KOI): Kirkwall	Airplane	Rudder pedal jammed in full right position during taxi.	Taxing from the hangar, with the intention of re-positioning to the apron for the afternoon flight, the rudder pedal jammed in full right position. As taxing was no longer possible, engines shut down. We found that with the rudder pedal adjuster unlocked and full right rudder with the pedals held forward of the front detent it is possible for the RH rudder pedal to foul and "hook" the nose wheel steering cable. With the rudder pedals locked in any of the detents there is no possibility of this occurring. This was discussed with LMC who circulated an email. A notice to crew has been raised in both log books and at LMC suggestion a decal has been fitted to the front of each log book.

201416163	18/11/2014	EGPB (LSI): Sumburgh	Airplane	SF340 failed to comply with ATC departure clearance. Standard separation maintained.	SF340- Failure to Comply with Departure Clearance. I issued 2 local departure clearances to Tower which had been subject to "release subject radar" . The clearances were issued as part of a plan to integrate the departures with a pending inbound. The first clearance for SF340 was for a left turn after takeoff from RW 09 onto a heading of 270. As the second aircraft was also approaching the hold, I issued a further departure clearance to JS41 which was for a right turn heading 170 from RW 09. The ADC controller initially read back the clearance for SF340 as being a right turn heading 270 but I corrected this and insisted on a left turn which was then correctly acknowledged by the ADC controller. The clearance for JS41 was read back correctly. After being advised of the departure time of SF340 I observed a radar contact leaving RW09 begin a right turn. I ascertained from ADC that the correct turn had been given and acknowledged. I requested immediate transfer to my frequency. Following identification and confirmation of the level passing of SF340, I amended the departure clearance of JS41 with a level restriction. Later SF340 advised initially that they had not been given a departure turn and later amended this to "perhaps we did receive one" and apologised.
201416425	22/11/2014	En route	Airplane	Aircraft returned due to de-ice boot failure.	Ice accumulation was observed on the airframe (having been in icing conditions from approx 600'agl). In accordance with SOPs, the boots were cycled and following first cycle, distortion to the centre outboard lower boot was observed, but no caution on EICAS. We elected to run the boots again to observe the cycle on the SED Ice page, and this time, Wing Boot Deflated master caution was displayed and the lower left wing boot didn't inflate. From the flight deck, the boot looked torn. After brief discussion, Ops were called on 130.65 to discuss diversion, and we were asked to return. Captain was PF for departure, but at this stage control was handed to FO who became PF for remainder of flight. We initially routed to and held in clear air, while full DODAR was completed, and we confirmed as crew that diverting was the best solution as the boot was not functioning and appeared damaged. No emergency was declared as no immediate danger to flight. We completed a NITS brief over the Interphone (rather than in flight deck as incident was minor and we did not wish to alarm passengers) and then updated passengers with the situation and our plan. Captain advised them that he would speak to them again on stand. MCL was consulted for Wing Boot Deflated but as caution was not displayed and we were confident that there would be no residual ice on approach, we elected to add 10kt increment to normal approach speed rather than use higher icing speeds. The option to discontinue the approach if abnormal handing encountered on the approach was discussed and briefed. Briefing and checks were completed and approach commenced, and landing completed without incident. After shutdown we briefed passengers and after liaising with Ops, passengers and bags were disembarked. Leading edge boot assembly replaced (removed part since new 7190 days/26554:39 hours / 25260 cycles) Part is on condidtion and is not subject to any AD.

201416427	21/11/2014	EGLC (LCY): London city	Airplane	Hard landing.	Approach into runway 09 at night with some occasional light turbulence due to surroundings. Flared at 50 feet as briefed however landing was firmer than expected. Taxied the aircraft to stand 24 at the end of the ramp. I was concerned that a heavy landing may have been sustained so asked for the engineer to attend. Also, Maintrol were contacted. The aircraft was inspected and no damage was found. The QAR information could not be accessed by Maintrol because it was a Sunday night. After consultation, and based on the information available, it was mutually agreed that the aircraft would be operated back. May I suggest that we have QAR information directly availability to Maintrol during operating hours including weekends in particular at destination where the likelihood of firm landings is increased due to the steep approaches. The company could have a transmitter fitted if not already. This would mitigate the decision making process in relation to continuing the operation after such suspected events.
201416525	21/10/2014	EGCC (MAN): Manchester/Intl	Airplane	Green laser attack.	

201417489	15/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Unsecured empty container discovered on arrival. Cabin crew had heard thumping noise coming from the forward hold area on approx four occasions.	Loading error. During flight the flight crew, cabin crew and some pax heard a thumping noise coming from the forward hold area on approximately 4 occasions. On arrival the loading team and TRC were informed and it was confirmed that there was only one empty container (83kg) in the hold and that it was not secured with the latch mechanism. It was also confirmed that there was no damage to either the latch mechanism or the internal structure of the a/c hold. During flight and prior to approach and landing the flight crew evaluated the possible causes of the noise as it was consistent with the stowage of catering trolleys in the forward galley. Once it was clear that this was not the source of the noise the crew deduced that a loose container was the most likely cause. A trim and handling check were performed before the final approach and the a/c handled normally. The approach and landing were flown normally to a successful landing. :
201417677	12/12/2014	EGBB (BHX): Birmingham	Airplane	Green laser attack.	

201418024	29/12/2014	En route	Airplane	PAN declared due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201415575	24/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Incorrect grease used to lubricate swashplate.	Incorrect Grease used to lubricate Swashplate Bearing IAW 62-31-00-640-001. Approximately 2Kg of incorrect grease entered into Swashplate Bearing during lubrication. Approximately 4Kg of correct grease used to purge incorrect grease out. Manufacturer contacted for rectification and swashplate subsequently replaced.

201416013	12/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Aircraft departed with incorrect baggage onboard. Crew notified during flight. Aircraft returned.	
201416239	18/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	A320 wing tip encroached airside roadway after pushback from Stand 7.	A320 pushed back from stand 7, after push back the wingtip of the A320 was encroaching the airside roadway. After push back the aircraft taxied forward resulting in the encroachment. This has been an issue before in this airport and additional communications to the crew have been put in place to try and rectify.

201416335	23/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Laser attack.	
201416479	24/11/2014	EGNR : Hawarden	Unknown	Conflict in Class G airspace.Traffic info given.	Traffic conflict during instrument approach. Traffic conflict during instrument approach outside of controlled airspace. Traffic conflict during instrument approach, outside of controlled airspace. Intruder aircraft ask to remain west of final approach track by ATC which was acknowledged. Traffic information provided to both aircraft, including intruder aircraft given our position as 12 o'clock 1NM, ATC confirmed intruder aircraft made no track adjustment and continued to track across instrument approach track outside of controlled airspace although they had acknowledged to remain west of approach. Visual contact made with aircraft. Intruder called visual with our aircraft and passed behind through our approach path. BE200 flight path adjusted during approach to temporary suspend approach descent profile.

201416888	03/12/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	S92 descended from 3000ft to 2400ft without ATC clearance. Standard separation maintained.	S92 level bust. S92 was outbound at 3000ft. The pilot then called me stating that he had started his descent to destination. He was indicating 2400ft on mode C. I gave the A/C further descent and transferred him to destination. No other traffic was affected. Supplementary 08/12/14: Level Bust. Co-pilot under night line training was pilot flying. The Captain as pilot not flying was transmitting on the radio to destination being given information about a route change. The Co-pilot selected his descent acquire and did not confirm with the Captain or make a radio call but continued to descend. The Captain having finished the radio transmission asked if clearance had been given for descent realising this was not the case descent was halted and appropriate clearance obtained. This was outside SOPs for the Company and the co-pilot has been debriefed on correct procedure. Conditions were VMC and no other traffic was involved. Supplementary 23/01/15: This level bust occurred when the First Officer, who was new to North Sea operations and was undergoing night line training, commenced a descent without first informing ATC, as is required on an Offshore Traffic Service. The training Captain was on the other VHF radio at the time so did not initially spot the error. No other traffic was affected.
201411545	21/08/2014	BPK	Airplane	EMB170 descended to FL100 received/complied with TCAS RA 'climb'. Traffic info given. Standard separation maintained.	BE200 was climbed to FL090, as EMB170 was descended to FL100. I passed traffic information to both aircraft however EMB170 responded to a TCAS RA. Separation was not lost. Supplementary 03/09/14: TCAS Climb. ALT capture FL 100 (FL 101) aircraft below climbing with high rate resulting in TCAS climb. TCAS RA: Reported to ATC: 118.825 Unit Frequency in use: 118.825. F/O flying disconnected autopilot and followed guidance. Clear of conflict @ FL 105. Descended back to FL 100.

201414740	17/10/2014	EGPA (KOI): Kirkwall	Airplane	Potential conflict in Class G airspace between a BN2P and an S92. BN2P descended without ATC clearance. Appropriate ATC action taken. Traffic info given.	Level Bust of BN2P vs S92. At the time of the incident I was Twr/App U/T with an OJTI supervising. At approximately 1130 Sumburgh Radar coordinated inbound traffic with Kirkwall Approach - an S92 who would be handed over to Kirkwall on reaching 59'30"N; S92 had not previously booked in to Kirkwall. Subsequently the first call from S92 was received at 1145, at 36D on the KWL336R (approximately coincidental with 59'30"N). The a/c requested a Procedural Service, Climb to Altitude 2600ft (MSA) and joining instructions for the ILS Approach at Kirkwall. S92 was climbed to 2600ft, and the pilot asked if they were familiar with the Direct Arrival Arc ILS approach to R/W09, which they confirmed that they were. The pilot was next asked to report at 15D and on reaching this point was cleared for the 'Arc ILS arrival Runway 09, to report established on the arc'. The pilot read back this clearance and reported on the 10.5D Arc at 1200. A BN2P had booked in to Kirkwall for Instrument Training and had already completed 1 x IAP and gone around. After deconflicting BN2P from subsequent departing traffic, BN2P was instructed to 'Maintain Altitude 4000ft' and cleared to the KWL (DVOR). On reaching the KWL cleared outbound for the ILS Approach R/W09 to Maintain Altitude 4000ft until advised'. BN2P readback this clearance correctly and reported outbound on the ILS procedure at 1205. Position reports were requested of and received from both pilots; as the S92 was conducting the approach they reported a 'stiff headwind' (as they had yet to report 'Localiser Established', at this point I checked the position and level of BN2P and found he was 8D outbound KWL257R. Realising that the BN2P would catch up the S92 I attempted to break BN2P off the approach and turn it back to the hold at the KWL, but on checking the aircraft's level I found he had descended without clearance. I immediately passed Essential Traffic Info both a/c and instructed BN2P to climb to Altitude 4000ft; S92 reported seeing the BN2P 600ft above their level and climbing (lateral position unknown). S92 continued the approach to land safely at 1215. BN2P elected to take a Basic Service and continue to self-position for an ILS approach R/W09; Wake Turbulence Information was passed.
201418284	28/12/2014	EGNM (LBA): LEEDS BRADFORD	Airplane	Green laser attack.	

201500994	23/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Momentary stall warning during final approach due to turbulence.	On final the weather conditions was moderate turbulence. FO was flying with the autopilot in when at 1000ft some turbulence was encountered. The stall warning sounded momentarily and the autopilot tripped out. The speed was observed to never drop below Vref and remained fairly steady around 15-20kts above Vref. The FO flew down to land manually with no further event. Under investigation.
201417482	14/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Rejected take-off due to config warning.	When 1st officer advanced power levers forward to begin takeoff roll CWP caution CONFIG came on takeoff aborted. Everything went as standard. Unsure why Configuration warning came on but suspect Right Condition moved forward a touch. 2nd attempt and no problems.

201417503	15/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	RIAS (Runway Incursion Alerting System) activated against DHC8 due to ATC issue.	RIAS Alert. I was on duty as the ADC during an extremely busy session. At the time the weather was bright, CAVOK, with the sun sitting low in the sky to the South. DHC8 was at Holding point M1 and ready for departure. I judged I had enough space to depart the a/c with an immediate departure. I instructed DHC8, via M1 to line up and wait R/W34 and obtained an electronic release from INT via EFPS. Very shortly afterwards the RIAS alert activated. I immediately looked to my right towards M1 and confirmed it was the DHC8 that I had cleared to line up, had triggered the RIAS and that the a/c had come to a halt. I reset RIAS and instructed DHC8 to continue onto the RWY and wait and that it was my fault that the RIAS had activated. DHC8 departed without further problems. I always move the runway lighting system cursor over the RGB that I intend to drop and thought I had dropped the RGB at M1. In hindsight, I either didn't press the mouse or near enough to the RGB. Supplementary 24/12/14: ADC moved the AGL panel cursor over M1 with the intention of deselecting the Runway Guard Bar, however the action of clicking the mouse to deactivate the RGB did not occur until after the DHC8 had crossed the holding point. However, the primary causal factor in the incursion was the crew of the DHC8 taxiing across the illuminated RGB. The pilot reported they did not see the RGB and had they done so they would not have crossed it. The position of the low sun may have been a factor in this. When RIAS activated, both the crew of the DHC8 and ADC reacted as anticipated, with the pilot stopping the a/c and ADC immediately turning his attention to M1 and resolving the situation without delay.
201413314	19/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Strong smell of fumes in rear galley.	On push back there was a strong smell of fumes in the rear galley and we could taste the fuel type smell. This was reported to the flight crew and I was told that we had reversed off stand into our own exhaust fumes. At this stage there did not feel like any air being pushed through the cabin. Also during the flight 1 lady felt sick and went very white, another gentleman had a headache and needed paracetamol. They were both seated in the rear section of the cabin. The rear cabin was very hot, and this was due to one of the pacs not working. After landing I went to the toilet at the rear of the aircraft, and once again it smelt fumey in the toilet.

201413388	21/09/2014	EGPE (INV): Inverness	Airplane	Rejected take-off due to engine instrument failure.	During the takeoff roll, power was manually set and the CTOT armed. The correct power of 88% was achieved, as the premening instruments where scanned the Left ignition light illuminated, the take off was rejected at 70 kts. The aircraft was taxied off the runway and it was noticed that the torque gauge was reading zero.
201413441	23/09/2014	EGPC (WIC): Wick		FOD issues caused by condition of North taxiway and main apron.	A large amount of small stones are accumulating on the North taxiway and the temporary remote parking area at 26 threshold. There are several tracks appearing where the taxiway is starting to disintegrate and the resulting holes are giving off small stones. The stones are then being dragged by vehicles towards the runway. On the apron there are holes adjacent to the concrete section and small stones are being given off. Investigation findings: A stone was found, removed and reported as part of the enhanced inspection regime which was introduced following the event of 18 Jul 2014. It is confirmed that the stone was found in a different area and came from the surface, whereas previously the stone had been thrown by the mower during grass cutting activities from the French drain located at the edge of the taxiway. The reason for these incidents is the deteriorating surface condition of the North taxiway and main apron. CAA Closure: The area concerned was immediately swept and the supporting risk assessment reviewed to explore further mitigating measures. It should be noted that the Main Apron is due to be refurbished in 2015 and the procurement process for the contractor is underway. The use of the Northern Taxiway will cease on completion of the refurbishment, in the meantime the aerodrome will continue with its enhanced inspection regime, along with promotion to staff and third parties of the importance to report FOD hazards.

201414068	06/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	On take-off run, sparks observed from the tail area of aircraft. Suspected tail strike.	The wind during the hour of controlling was strong at 150 degrees, varying from 15 to 35 knots. Aircraft departing, reported on frequency. He was issued a line up clearance, which was read back. Shortly afterwards, with the after departure instruction, he was cleared for take-off. When aircraft rotated, it was observed by myself that there was a high angle of rotation and sparks were observed from the tail of the aircraft as to show it had a tail strike. Aircraft climbed away and when informed of the observation was unaware of the incident. A runway inspection was requested immediately with the instruction to inspect between north of runway. Nothing was seen on the runway, however due to the light (it was still night time) they said when the light improves they will inspect it again. Aircraft requested if anything was found and when told that nothing was seen on the runway he continued en-route to airport after performing his checks for the procedure. Supplementary 06/10/14: The aircraft departed during a period of strong winds, 150/15G35. The ADC controller noticed a high angle of rotation as they departed and then saw sparks from the tail indicating a possible tail strike. The crew were informed but had been unaware of the incident. The runway was inspected and the crew were advised that no debris or damage to the runway surface had been found so, after completing the appropriate checks, they continued the flight. No further investigation is required.
201414175	03/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Serious Incident: Icing encounter during climb, airspeed loss and stall warning sounded. 35 POB, no injuries reported. No damage to aircraft. Subject to AAIB Field investigation.	

201414711	16/10/2014	EGLL (LHR): London/Heathrow	Airplane	Incorrect altimeter reading caused TCAS RA.	During a BNN1B arrival the aircraft was descending in IMC/night in the vicinity of WCO on a heading of 160 at 300kts. A TCAS contact became evident at 12 clock range 3 to 4 miles indicating 1000 below/climbing with range reducing rapidly. The contact was head-to-head aspect and almost immediately became TCAS proximate. Additional Information: AIRPRXO/ATC PROCEDURAL and/or TCAS RA: Frequency in use: 121.025. Max Horizontal Separation: 1-2. At this point ATC ordered direct BNN which constituted a left turn of 30-40 degrees which was expedited. The intruder remained proximate and passed 1-2 miles down the right side crossing through our level as it did so. The contact was last seen in our 5-6 clock position 1500 above having maintained the same horizontal & vertical trajectory throughout. We remained IMC and never gained visual contact. No TCAS RA was issued. The encounter was reported to on 121.025. Given the severity of the incident I spoke with the watch manager post flight. Initial impressions indicate the possibility of garbled TCAS information from an ATC contact well below but with similar horizontal path. Given the trust we have come to place in TCAS this was a most alarming incident.
201414896	18/10/2014	EGPF (GLA): Glasgow	Airplane	Rejected take-off due to power levers unable to pass flight idle.	FO couldn't get power levers past Flight idle so Captain pulled FI stop. RTO aircraft brought to a safe stop.

201415137	26/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	ADD raised for missing fastener, AMM states none are permitted in the leading edge.	During the Daily inspection it was noted that ADD for a missing fastener in the leading edge of Panel 192FB had been raised early in the day. AMM 53-35-00-210-051A details the allowable limits for missing fastener and states none are permitted in the leading edge. Existing ADD Cleared T/Log and spares positioned to enable repair T/Log. A/C departed without delay.
201415274	26/09/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Laser attack.	

201416369	21/11/2014	EGPE (INV): Inverness	Airplane	Birdstrike with damage or system problems.	Birdstrike to radome on landing.
201407240	04/06/2014	EGPC (WIC): Wick	Airplane	Radio failure.	Aircraft was inbound VFR on a Basic Service after becoming visual and cancelling his IFR Flight Plan. He was instructed to join and report left base for RW31. I became visual with the aircraft as it was turning from left base to final. As I had another aircraft to depart, I asked his range to which there was no reply. Despite repeated calls to the aircraft there were no further responses from aircraft. I elected to hold the outbound aircraft at Holding Point Charlie. I then cleared aircraft to land on multiple occasions and gave a "Green" on the ALDIS lamp. Aircraft landed safely and was given blind taxi instructions to the apron. Aircraft called on the Radio approx. 5 minutes later to perform a radio check and to explain that a Circuit Breaker had blown which they were unable to see from the seated position. They were unable to read any of my transmissions and were flashing their landing light on Final and saw the Green from the ALDIS lamp in the Tower.

201410570	04/08/2014	ENZV (SVG): Stavanger/Sola	Helicopter	Alleged poor ATC service and conflict on taxyway.	After landing, ATC advised us to taxy to gate 7 via Golf, Papa and Lima. On turning onto Papa, a 737 was seen parked across the taxiway. We stopped the aircraft on anticipation of the 737 requiring taxy. ATC instructed us to taxy to Stand 7 and after we instructed them there was an aircraft in the way, the controller apologised. Once the 737 had taxied past us, we were instructed to continue taxy to Stand 7 via Lima. After passing abeam Stand 8 on taxy way Lima, we noticed a helicopter taxying from the helicopter apron towards us. The helicopter continued taxying towards us until there was no room for us to taxy to Stand 7 due to the helicopters position. We both stopped on the taxyway and ATC was advised of the situation. The helicopter advised ATC that they could taxy pass us onto Holding point Hotel for which they were cleared. As we were only about 10feet from the centre of the taxyway, it became clear to us that there was not enough room for the heli to pass us. As the heli was continuing to taxy towards us, the first officer had to call on the RT for the heli to "stop, stop stop" to avoid them infringing us with their main rotor blades. This was 2 incidents where it seems the controller lost SA and could have potentially been very serious consequences, especially if at night or reduced visibility. It is also quite concerning that the helicopter crew chose to accept a clearance which would have compromised both aircraft when it was quite clear there was insufficient room for both aircraft to pass each other safely After some more ATC exchanges, the heli had to turn around and taxy back into the apron to allow us to proceed onto stand. The controller later apologised again for the incident and advised us he would be filing a report on the matter.
201417655	17/12/2014	EGPB (LSI): Sumburgh	Airplane	Engine fluctuations and vibration.	When descending through FL140 engine noise and vibration felt with engine power units at approximately 30 . Levelled off PU's increased to 60 noise and vibration continued and PU's were observed on the PED to fluctuate by + / - 5 which continued. The malfunction checklist was actioned for uncommanded Engine Operation which called for the Left Fadec to be selected to manual then reset this seemed to settle the engine . A DODAR was carried out and the decision was made to return. The Cabin crew was given a NITS Brief and the flight continued with the PU's (power units) still fluctuating by +/- 2. Under investigation.

201417812	15/12/2014	EGPB (LSI): Sumburgh	Airplane	Lightning strike to aircraft nose cone during approach.	A/c was being vectored by radar. We were asked to fly north of the rwy loc course at 2500ft as a runway inspection was underway. Whilst being vectored on a heading of 180 degrees towards the loc centreline (at 2500ft), the a/c was struck by lightning on the nose cone area. Sparks were observed over the windscreen and comm 1 was lost temporarily. The f/o had his eyes out of the flight deck at the time. The Captain (pf) had his eyes in. The f/o took the full brunt of the flash but declined the offer of medical assistance on landing. The f/o felt confident to fly the approach and landing back. No further mechanical or electrical defects were noted after comm 1 was restored. On arrival sooting/burning marks were noted at the top of the radome.
201418002	24/12/2014	EGPE (INV): Inverness	Airplane	Configuration warning during final approach.	When we were localiser established for runway we received a Hydraulics caption on the CWP when we selected flap 15. We believe that this distracted us from our sequence and we mistakenly selected flap 20 before selecting the gear and this lead to a config warning. We then correctly configured the aircraft and completed the approach without incident. Crew debriefed.

201500304	04/01/2015	EGNV (MME): TEESSIDE	Airplane	Green laser attack.	
201500428	09/01/2015	EGNT (NCL): Newcastle	Airplane	Windshear caution on take-off.	Windshear caution on take-off. Self cancelled after about 2 seconds. Climb out profile continued and event reported to ATC. No further problems.

201500574	14/01/2015	EGPB (LSI): Sumburgh	Airplane	Prop wash from a SF340 turning onto Stand 22 blew several passengers across the paved walkway onto the grass area.	Passengers Blown Across Walkway. Flight 9044 had parked on Stand 23 at approx 14:38 and had started to offload its passengers along the walkway to the Arrivals door. Flight 6919 landed and was instructed to park on Stand 22. As flight 6919 approached Stand 22 on the taxiway he turned onto stand and then turned 180 degrees to park head into wind. In the process of turning into wind, the effect of the prop wash blew several passengers across the paved walkway and onto the grass area. The Apron Operations and Safety Controller witnessed the occurrence from the Operations Office and immediately went and spoke to the Pilot and Co- pilot of flight 6919 and informed them of what had occurred due to the prop wash from turning the aircraft. The pilot stated that he had been instructed to park on Spot 22 by the Tower. The AOSC informed the Pilot that the Tower cannot observe passenger movements so whilst the SF340 aircraft are still self parking the pilots should be able to make a reasonable decision on safety themselves and request to hold on the taxiway until all passengers are clear of the walkway before proceeding onto the Apron. The AOSC has sent a communication to SF340 Ops Manager informing of the occurrence and asking for this to be escalated so that all pilots are briefed and are made fully aware of the safety implication.
201501174	29/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Unsecured nets discovered on arrival.	On arrival ground crew noted that C1 cargo net not fitted by the ground crew. Under investigation.

201501215	31/01/2015	Unknown	Airplane	Acrid burning smell and vibration followed by 'VENT EXTRACT FAULT'.	During climb out we noticed an intermittent vibration that did not vary with engine thrust. This hen self cleared. The CM contacted us in the climb to advise of strange vibration which we advised we are monitoring and if got worse to notify us again immediately. Once established in the CRZ a strange acrid odour was noticed which seemed to be strengthening in intensity and there return of the vibration. Followed quickly by VENT EXTRACT FAULT and requiring vent extract to override which was done. The vibration immediately ceased and the burning smell started to disappear. Shortly after the CM again contacted me to advise of unusual burning smell. Advised we had identified the problem and isolated it but to continue monitoring and advise if change. Flight then continued with no recurrence of problems. MOC advised in flight by ACARS with SIAR MOC contacted on arrival and verbal handover to Engineer.
201501567	08/02/2015	EGAC (BHD): Belfast/City	Airplane	DHC8 broken off approach to R/W22 due to converging traffic. Standard separation maintained.	Break off the approach. 1451 DHC8 checks in descending to 6000ft heading 240 as per hand over. I descended DHC8 to 4000ft and asked him to report established on the localiser for RWY22. 1452 Radar ring to advise of the position and intention of an aircraft inbound to RWY25 at another airfield from the Southeast. I noticed that he was at a similar level to DHC8 and using the prediction vectors, converging to the same point. I asked the other airfield "are you going left?", he said he could only go left 10 degrees so I took the decision to stop DHC8 off at 6000ft and turn him left heading 160 to go behind the other aircraft. DHC8 was vectored back towards RWY22. Separation was maintained at all times.

201501773	10/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of inspections for sponson floats and bottles.	While investigating another aircraft's missing floats, ref SQID 15-01646, the Sponson floats installed on this aircraft were also noted to be missing from Rotables Administration in the maintenance database. An Assembly configuration tree check showed no missing floats, but looking at the aircraft reference tree found they were missing from 920185 tree. These components had not been loaded into the database at delivery in March/April 2013, bridging did not pick them up as missing. Further investigation found, apart from the Sponson floats missing, 4 float inflation bottles for the Sponson and aft floats had not been loaded and overdue the 365 Day float bottle gauge integrity check.
201501867	13/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Tail rotor blade damaged.	Whilst Changing tail rotor boot it was noticed there was slight damage to composite area where the boot attaches, on initial review the balance weight bracket may be an incorrect part allowing contact, review underway.

201403521	21/03/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Right hand cabin plug doors failed to jettison due to rear drop link pin and mechanism problems.	Both cabin plug doors failed to jettison during test. Fleet Check of all aircraft type Door Jettison System Completed. All other aircraft tested satis. R/H plug door jettison system inspected and problem traced to rear door link pin and mechanism. Both items cleaned and regreased. System functioned several times satisfactory. Door jettison test carried out no further problems. Assessed serviceable iaw MMA. R/H plug door jettison system inspected and problem traced to rear drop link pin and mechanism. Both items cleaned and regreased. System functioned. Not satis. R/H fwd door jettison pin not retracting fully. Inboard poll handle cable adjusted and system functioned. Several times satis pin fully retracted. Door jettison test carried out satis, no further problems. Accessed serviceable iaw MMA.
201408045	16/06/2014	EGPH (EDI): Edinburgh	Airplane	Low speed rejected take-off due to failure of left alternator.	On applying take off power, several amber cautions on EICAS. Aircraft stopped before airspeed had begun to register. Left alternator had failed and associated systems. Several attempts to re-set it, including a complete power down and start up but would not re-set. Left hand alternator had failed - replaced iaw AMM 24-21-01-020-801.

201415727	04/11/2014	EGPO (SYY): Stornoway	Airplane	Vehicle crossed red traffic lights at A2.	Vehicle crossed red traffic light. The airfield traffic lights were selected to red prior to the a/c landing. The a/c was given taxi instructions to the Main Apron via Taxiway Bravo. During a visual scan of the route a vehicle was observed having crossed red traffic lights at A2. The a/c had just turned off R/W8 onto Bravo. The vehicle vacated at the Met Gate. There was no conflict between the vehicle and a/c. The security operative at the Met Gate was contacted and reported vehicle details to ATC. The Satco was informed.
201415960	13/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Missed scheduled inspection resulting in task overfly by 201 flying hours.	250 FH scheduled inspection of Tail Gearbox pitch change shaft bearing assembly was not called up in IAS leading to the task overflying by 201 FHs. This omission was believed to be related to the Tail Gearbox change which took place. IAS now corrected and task now called up. Meeting arranged with airworthiness staff to review the overfly event and to identify the root cause.

201416003	13/11/2014	EGLC (LCY): London city	Airplane	Unsecured nets discovered on arrival.	Nets unsecured in H7 and at the door on arrival.
201416780	01/12/2014	EGPB (LSI): Sumburgh	Helicopter	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 cleaned 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.

201416933	04/12/2014	En route	Airplane	Passenger medical.	Oxygen administered. Paramedics met the aircraft on arrival.
201417315	12/12/2014	Not specified	Helicopter	Loss of ATC communications.	After T/O checks completed, straight & level at 1000ft on Miller QNH 982.Transmitted on Box 1 to ATS Radar 135.175 - no response. Several more attempts to make contact with no response. En-route checks completed, and fuel checks confirmed. Contacted traffic (who were holding a flight-watch), and received information regards fltnum 45D departing - which put them 15nm approximately behind us - being the only traffic below 1500ft in the area. Given we were good VMC & unable to get contact with ATC, I was happy to remain at 1000ft.Several further attempts to contact Radar on both boxes 1 & 2, still unable to make contact, even after trying 'Test' only on both boxes. Received ATC 5/5 but they were unable to hear calls in spite of "Tx" in blue on each box as transmissions made. Eventually all response transmissions made through fltnum 45D - who were able to contact radar (briefly). Climb to 2000ft, 'Basic' service given current loss of comms. Direct routing to destination. ETA's passed through fltnum 45D re; ETA's. Confirmation received & passed change of squawk to "7600". Attempted calls on both boxes but transmissions still not received. All calls continued via fltnum 45D and released on this basis given we were approaching 70nm. ATIS received, and attempted calling radar on box 1 on 134.100 - as had previously been requested to remain listening watch on 135.175 which remained now on box 2 (non-standard). Radio received strength 5/5. Change of squawk to original flight plan, "7051". No further comms issues. fltnum 45D at this point had exactly the same issues' we had - earlier in the flight. We read-back ATC to fltnum 45D. Asked to continue with radar 134.000 - as fltnum 45D had talk-through via another call-sign at this point. No further problems for remainder of flight. Spoke with radar and given other a/c behind us - us being first operating in the area - suspected WAM repeater failure either/or ATC comms failure on 135.175 (for area occupied) at destination end. ATC confirmed they believed the issue was their end & they were investigating further. Informed them submitting report.

201417484	11/12/2014	EGPH (EDI): Edinburgh	Airplane	Incorrect power applied for take-off after de-icing.	A reduced power 90% TRQ take-off was used to depart after having taken a wing de-icing to remove light frost on the inboard section of the wings due cold soaking of the fuel tanks. Crew realised mistake once airborne. 15% extra power for 15 seconds was applied, but the crew neglected to link the de-icing with the published requirement in the Winter Ops NOTAC not to use reduced power take-offs after de-icing.
201417567	16/12/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	EC225 failed to comply with ATC landing clearance.	I was in the tower position, the weather was good VMC nght conditions. A Jetstream had landed with an EC225 approximately 4miles out on the ILS. I instructed EC225 to "land 16 vacate D2 with the lights, a Jetstream to vacate further down" which they read back. The Jetstream then vacated and had been transferred to GMC. I noticed that the EC225 crossed the threshold higher and faster than normal and it became obvious they were not going to make their sector point. As the other traffic was no longer on the runway I allowed it to continue and when they asked to backtrack to vacate this was approved. Supplementary 18/12/14: Night Line Training. CAVOK. W/V Calm. We carried out an ILS16 at 120kts, and were cleared to land and vacate D2. For training purposes (and the fact that it was CAVOK) it was decided that the PF would fly the approach and at DA the PM (Commander) would take control and then hand back to the PF. At DA PF called decide, PM took control and decelerated to 100kts using automation and for training purposes handed control back to PM (when he was comfortable) for the landing. The automation was then disengaged due to an initial slow rate of deceleration, and the a/c was manually decelerated. It was clear to the Commander that the a/c would not make D2, and so made the decision to come safely to the hover beyond D2 (by 20m max). The a/c was then cleared to back track in the hover to D2 and vacate.

201417744	15/12/2014	EGEN (NRL): North ronaldsay	Airplane	Islander departed hard runway after landing, turned left onto the grass runway and became stuck in the grass.	Aircraft stuck in the grass runway. After landing on runway 28 the aircraft was taxiing back along the hard runway when a shower was encountered and the aircraft turned left onto the grass runway. The runway was water logged and the aircraft sank in about 4/5 inches and became stuck. The passengers disembarked and the baggage was unloaded and taken to the waiting room and the aircraft was able to taxi out under its own power back to the hard runway and onward to the apron. The grass runways will be inspected prior to use by the Islander and the pilot made aware of the condition of the runway.
201500282	02/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Green laser attack.	

201500558	15/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Go-around flown due to windshear.	Surface wind was gusting and turbulent in the last 2000'. At 300' in the final stages of the approach, IAS increase of 18 knots and simultaneous "Windshear" warning. Windshear Go Around carried out, climbed straight ahead to 3000'. A second approach conducted to a successful landing and rollout.
201500864	16/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Rudder gust lock failed to engage.	Captain reported during his pre flight check that rudder gust lock would not engage. Line Engineering were called to Inspect the Aeroplane and the duty B1 Engineer made an inspection of the rudder stops and rudder gust lock actuator engagement mechanism with the Captain operating the pedals to centralise the rudder. With Gust lock engaged the rudder was still free to move. The Handling Agent towed the Aeroplane to the Hangar where a more detailed inspection was performed. On carrying out inspection it was found that the upper Rudder gust lock arm (at the base of the rudder) was sheared in two. Under investigation.

201500867	22/01/2015	En route	Helicopter	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.
201501178	28/01/2015	EGPE (INV): Inverness	Airplane	Rejected Take-off (RTO) due to Constant Torque On Take-off (CTOT) not being set.	During the take-off roll the PM called "80kts" and then confirmed that take-off power had not been achieved, indicating 85-90% torque on both engines (take off performance calculated as 100% torque required). The commander stopped the aircraft without the use of reverse thrust and with only a light application of the wheel brakes. The CTOT was not correctly set to 100%. Both pilots remember the CTOT test being carried out during the taxi checks, but cannot recall if there had been an occurrence to break the flow of the checklist. Once the runway was vacated the After Landing checks were carried out and the checklist then run from after start checks with a subsequent departure carried out normally. The surface wind given before departure gave a 25 knot headwind component which aided with the deceleration of the aircraft from a groundspeed of approx. 70 knots and with only light application of the wheel brakes we considered that brake cooling was not required. Under investigation.

201501371	03/02/2015	Unknown	Airplane	Momentary speed exceedance due to weather.	The Aircraft levelled off at FL230. PNF was consulting the iPad and looked back at the PFD and noticed that the Airspeed was at 259kt. The PF was prompted about the speed and the Power lever angle was promptly reduced. The airspeed reached 262kt before reducing. The aircraft was in straight and level flight and the speed horn did not go off. On arrival Maintrol was called and consulted. They consulted the AMM and concluded that no maintenance action was needed. The duty continued.
201416671	28/10/2014	EGPH (EDI): Edinburgh	Fixed wing	Laser attack.	

201416800	27/11/2014	EGPB (LSI): Sumburgh	Airplane	Aircraft flown out of check.	On checking tech log at start of duty following night stop realised that the LC1 (check every 48 hours) had expired at 14:00 the previous day, and the last two sectors flown the previous evening were flown with an expired LC1. Distractions of crew change and minor cabin issue may have contributed to forgetting to check back through the aircraft technical log for LC1 on morning of 26th. Under investigation.
201417379	13/12/2014	SOSIM	Airplane	Incorrect callsign. Callsign 026Y approached sector boundary incorrectly paired and showed as background track callsign 93XP, different operator.	I was working as the S3/4/7 T when I noticed callsign 93XP (background track) approaching the sector boundary near SOSIM. I checked the squawk against traffic that I was expecting and my pending bay showed that callsign 026Y should have been on that squawk not callsign 93XP. The Planner telephoned the Rathlin SC to establish the aircraft's identity which was indeed callsign 026Y and it was displaying correctly on their screens. Rathlin held onto the a/c until the aircraft could be correctly paired at LAC with the help of an ATSA as both myself and the Planner had difficulty in doing so.

201417615	05/12/2014	EGBB (BHX): Birmingham	Airplane	Green laser attack.	
201417644	13/12/2014	En route	Airplane	PAN declared due to passenger medical emergency.	

201417678	15/12/2014	EGPB (LSI): Sumburgh		ATC equipment unserviceabilities due to lightning strike.	Equipment unserviceabilities due lightning strike. A lightning strike at 1805 resulted in loss of both sets of transmitters and receivers on 118.250, transmitter and receiver on 121.500, receiver on 131.300, 3 radio cards and fuse for ATIS. Continued to operate using standby systems.
201417764	20/12/2014	EGPC (WIC): Wick	Airplane	SB2000 struck taxiway lights during taxi-out to R/W31.	A/c struck taxiway lights. SB2000 taxied from the apron via Holding Points A and C at approx 1420 and departed from R/W31 at 1425. Nothing untoward was observed from the VCR or mentioned by the pilot. At 1429 the handling agent telephoned the VCR and reported that SB2000 had struck two taxiway lights near Hold A. One had already been struck (T43) and damaged by an a/c the previous day and the next (T44) was knocked down. The lights were not selected as it was daytime with good meteorological conditions. On inspection, T43 had been pressed deep into the mud and T44 was horizontal but not obviously damaged. There was no broken glass. The facts were relayed to the crew of the a/c via Moray Sector Controller. Supplementary 23/12/14: Upon initial taxiing of an empty positioning flight, whilst turning the first tight corner on the narrow A taxiway a slight movement was felt in the tiller and nothing further was thought of it as the a/c appeared to be in the centre of the albeit narrow taxiway. During the cruise we were informed that we had somehow knocked over two taxiway lights. A decision was made as a precaution to have the fire crews on standby on arrival. A/c landed without incident and fire crew advised that there was no visible damage.

201418062	30/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Smell in cabin during approach.	During the approach, the cabin crew reported a smell similar to smelly socks or sweaty feet between rows 14 and 18. Nothing smelt on the flight deck or elsewhere in the cabin. After landing an engineer attended.
201500092	03/01/2015	Scatsta	Helicopter	Unusual noise.	On lifting into the hover an unusual noise became apparent. (High pitched, metallic) At the same time a passenger approached the cockpit to inform us of the same. A/C relanded, pax off loaded and shut down. Engineering advice sought.

201412507	29/08/2014	EGPA (KOI): Kirkwall	Airplane	UK AIRPROX 2014/175 - SF340 and a PA31 at 2500ft on approach to Kirkwall.	On initial approach to destination, we were cleared for the arc to ILS R/W09 and to descend to 2600 feet passing 15 DME on the QNH 1000. We were asked to report turning left on the arc and at that point were cleared to descend in accordance with the procedure. Once established on the 11 DME arc the f/o noticed on TCAS traffic that appeared to be within approx 4 miles and 2000 feet below. We immediately asked ATC whether they were aware of any traffic inbound from the South, they asked us to standby. At this point we were passing approx 3500 feet with a vertical speed of 1000ft/min set. The TCAS traffic responded to ATC saying that they were 18 miles from the KWL maintaining 2000 feet. This didn't look correct as we were on the 11 mile arc and the traffic looked to be within 1 mile approx 1000 feet below our position. We therefore took action and reduced the vertical speed to 400ft/min as we considered there to be a risk of collision. The aircraft was then spotted by the captain flying right underneath our aircraft approximately 600-800 feet below. ATC were trying to get the other aircrafts position however were finding this difficult due to the poor position reporting of the pilot. He had reported to ATC that he was 3 miles from the KWL and 2 1/2 minutes later reported he was 3.5 miles from the KWL. We slowed the aircraft to 180kts for the remainder of the arc and configured early once established on the localiser to maintain maximum separation. We spoke to ATC once on the ground and they said that the PA31 aircraft was on a Basic Service inbound from WIC making a visual approach. CAA Closure: AIRPROX was reported approximately 11nm south-southwest of Kirkwall in Class G airspace when the SF34 became concerned about the proximity of the PA31. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201418189	23/12/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of maintenance.	PLB recorded in AMOS as being removed from other aircraft on 01.Jun.2014 and fitted to this aircraft on 19.Jun.2014, but no AMOS WO in APN 147 reflects the installation. APN 147 events shows a to go of 13 years 272 days for the 1826 days (5 years) battery discard requirement. APN 147 events shows a to go of 361 days for the 365 days functional requirement with a TSR of 4 days. APN 147 events shows a to go of 438 days for the 182 days DVI requirement. APN 147 comp wo records no maintenance carried out that shows the 365 days functional check was carried out 4 days ago, or that there is an open work order against this part for this maintenance. In APN 188 the installation details of selected booking show a to go of -78 for the 182 days inspection, 365 for the 365 days functional and a to go of just over 14 years for the 5 years battery discard requirement. 19.Jun.2014 Receiv.Goods(B1) links to the documents received in R-204716. These documents record that the PLB's battery has a DOM of 9-10 and due replacement date of 9-15. APN 25 Forecast summary shows information consistent with APN 147.

201501647	09/02/2015	EGLL (LHR): London/Heathrow	Airplane	Dangerous goods. Consignment of lithium batteries (UN3090) under AWB 125 54413785 discovered on a passenger flight on arrival.	Re: AWB 125 54413785. Commodity - UN3090 Lithium Batteries CAO loaded on a Pax Flight. Ground handling agent received the freight off the flight which had been booked on a Truck.
201500587	14/01/2015	EGPB (LSI): Sumburgh	Airplane	Configuration Warning on Approach	Established on final approach for RW27 at LSI. Flap 15 had already been selected when FO called for Flap 20. Flight crew member selected Flap 20 and immediately realised they had not selected the gear first as the configuration warning sounded. The flight crew reselected Flap 15, the FO then asked for landing gear down followed by Flap 20 as per SOP. Flight continued as per normal. Failure to follow SOP's - Flight crew debriefed.

201500589	14/01/2015	EGPO (SYY): Stornoway	Airplane	Go-around due excessive windshear and stall warning.	A procedural Direct arrival to ILS for 05 was briefed commenced as normal. On a previous approach moderate turbulence and some windshear had been encountered and this had been incorporated into the briefing. During the ARC procedure some turbulence had been experienced but it was acceptable. Just before the Localiser was captured "Bank Angle" was enunciated with an approximate bank of 35deg with the Autopilot engaged. The localiser was captured normally and turbulence began to increase but with no major windshear. As the glideslope was about to capture "Bank Angle" was again enunciated the aircraft did not appear to be recovering and bank continuing so the autopilot was removed and an attempt to follow the flight directors manually. As the airspeed was fluctuating, gear was selected down and props set to max to try and help stabilise the speed. At approximately 2000ft and 140-150kt the stall warner activated and a go-around commenced. The go-around continued to be very turbulent and windshear was encountered which made mode selections difficult with a relatively quick level off. On levelling off at 3000ft the turbulence was considered to be still unacceptable and a further climb to 5600ft was carried with ATC approval. After discussion with all members of crew taking into account the continued conditions and environment in the cabin and passenger concerns it was agreed that another approach would not be commenced and a diversion was carried out without further incident. The stick shaker and stick pusher did not activate. The wind on the ground during the approach was 040/07 kt. The wind at 2500ft was southerly at approximately 60kt we consider the large gradient in wind change plus local terrain to be a considerable factor in the windshear and estimate fluctuations of up to 35kt.
201415517	02/11/2014	EGPE (INV): Inverness		Taxiway incursion by a van.	Taxiway incursion. While on an apron inspection I saw the van on the Echo Taxiway. I stopped the driver and found out he was unfamiliar with the airfield, not having received driver training at airfield. An escort was provided for the rest of his work time at airfield.□ Investigation Findings: Security checked the Engineers security pass and vehicle permit but no checks were made on his authority or competence to drive airside (Airside Driver Permit - ADP). Root Cause: The root cause appears to be a gap in the procedures for the security team. In effect it has always been assumed that ADP checks were being carried out, at least on a random basis, by the team in the Gatehouse, but having looked into it we found that there is no procedural requirement for them to do so. This almost certainly stems from inexperience with the OCSA system which was very new when the ADPs were introduced.□ CAA Closure:□ Initial action was put in place - ADP checks for drivers passing through the Gatehouse by Security. This was done through a Security memo. The longer term solution is to have the Gatehouse procedures re-written to make this a part of the routine for vehicle arrivals.

201415832	09/11/2014	En route	Airplane	Elevator trim failed during descent due to being frozen.	During the decent the autopilot tripped out due to the elevator trim fail warning light. The trim had frozen during the cruise. Decent to a lower, warmer level at a reduced speed was initiated to unfreeze the trim.
201416250	20/11/2014	NITON	Airplane	EMB145 departed from assigned heading. Standard separation maintained.	A/c came off heading. Scottish rang to ask for EMB145 to continue heading...a/c informed and asked to continue heading...he acknowledged and read back hdg north. As he passed niton I noticed he was turning right to nokin...he was thus instructed to turn left heading 355 as he should have been on a heading.

201416431	13/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Pilot landed below the IRVR criteria for a Cat 1 ILS.	A/c landed on R/W34 during a period of very low visibility having conducted a Cat 1 ILS approach. The final IRVR reading issued to the crew by the Tower controller gave a Touchdown value of 300m and Stop End 325m. It is believed the pilot landed below the IRVR criteria for a Cat 1 ILS. INT and ADC correctly followed MATS Part 1 procedures for this situation.
201416573	26/11/2014	Offshore Platform	Helicopter	Unlabelled dangerous goods.	Pre-arranged Dangerous Goods package unloaded from Miller CC flight, paperwork correct but package was not labelled except for some 'This way up' labels. No Dangerous Goods labelling was present. Goods were 1.8Kg of 'Diesel Fuel', UN1202.

201416728	28/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Cowling light illuminated during initial climb. Aircraft returned.	Cowl light came on during climb out at around 800 feet. Light was flickering and caution could not be cancelled. Decision was made to turn back to and was vectored back to the ILS due to weather.
201407995	17/06/2014	Poolewe	Helicopter	Main rotor damper failure.	While aircraft was landed in a field awaiting casualty loading a slight rumble was felt throughout the aircraft, initially suspected to be a AVC issue. AVC turned off, no change, AVC was turned back on. Rumble increased to a bounce with the aircraft having a 1R vibration. Believed to be possible ground resonance at time. Discussion between pilots that if it increased they would lift to the hover and smooth it out. Vibration started to increase, pitch applied to try to bring it light on the wheels. As soon as pitch increased, vibration massively increased, clunking could be felt through the cyclic. Decision made to shut aircraft down throttles were brought back to idle. APU was started. Vibration continued to increase, throttle selected to stop and fuel to off, rotor brake applied. Less than 2 minutes cooling was supplied to the engines. Total duration from time of vibration being felt to rotor stop was probably about 2 mins. After shut down fluid was seen to be on the blades, with one damper fully extended while all others were in mid-point. Yellow MRH damper assy replaced.

201411846	27/08/2014	LAKEY	Airplane	EMB170 failed to comply with an ATC instruction	EMB170 was inbound to EGCC through LAKEY, and called on at FL200. It is my responsibility to ensure the a/c is below FL195 by LAKEY to keep clear of S29 airspace. EMB170 was given descent to FL170 to comply with this restriction, which was duly read back correctly. After completing a scan of my other strips and arriving back at the aircraft in question, I observed it still maintaining FL200. I used the NODE ROC/ROD function to check his ROD and it was observed to be 0000 for four sweeps. At this point I went back to the aircraft and re-iterated the descent instruction and reminded the crew that they had not been given a "when ready" for the descent. This lack of compliance also led to my Planner having to phone S29 and point out the traffic as it was very close to their airspace. My reason for filing on this is because this is not an isolated incident, and especially not with this operator. I appreciate they have commercial pressures and are trying to save fuel etc, but interpreting executive instructions to suit their own agenda is endangering other aircraft and compliance with restrictions we have in place that they are not always aware of. The crew are more than capable of asking if they can have the discretion of electing when to commence the descent if they so wish.
201415682	07/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Lack of effective Airworthiness Directives control.	Previous history, SQID raised in 2013 regarding the non-recording of ASB on the log card for a servo control and therefore the aircraft was non-compliant with EASA AD. SQID closed on 13/03/14.Review of servo controls fitted to which operator has added “L2” to the part number to designate the only type this actuator may be installed on. No record on the log card for compliance with EASA AD. No evidence of compliance with ASB or rev 1 on the log card. ASB requires recording of compliance with the ASB on the log card, therefore not recording means that the ASB has not been accomplished even if other actions within the ASB have been. Servo confirmed as being overhauled on 25/09/08 making the part within the applicability of the AD and ASB. Maintenance state that servo s/n was not concerned by ASB, and that the crimping check has been part of the CMM since 2012. Maintenance state that as the work covered by the AD / ASB is within the CMM there is no need to reference the AD / ASB on the log card / EASA Form 1. EASA AD issued on 20/11/12, effective 26/11/12. Servo was fitted when the AD became effective. Servo removed on 25/04/13. No record of AD / ASB compliance status recorded by operator when part was fitted. Part recorded as being overhauled and released on 13/11/13. No status regarding the AD or ASB within Source 1. Part installed before SQID was closed. Conclusions: The prevention of AD non-compliant parts being fitted, is not being accomplished at the point the parts enter, or, when they are issued to an engineer, or when they are installed by the engineer as there appears to be no effective check that the documentation supplied shows that the part is airworthy. Maintenance did not complete the release documentation such that it allows the operator to show compliance with AD’s or ASB’s which they are required to by Part M.A. 305(e). Suggested actions: • Checks to be put in place to ensure rejection of parts where the documentation does not adequately record its status. • Any log cards in the operator fleet where maintenance embodied ASB, and failed to comply with the ASB requirements to record the ASB status, to be returned to them for completion. • Operator to make maintenance aware of how they supplied servo, which was not AD or ASB compliant for fitment to our aircraft, and, request them to provide a report on actions taken to prevent a re-occurrence. Investigation under 201415683.

201501190	30/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	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 running landing on runway 34 without further incident. Engineering informed. It should be noted that the CHIP 1 light illuminated several times during the return.
201416761	01/12/2014	Not specified	Unknown	Infringement of the London TMA (Class A) by an unknown a/c. A319 established on ILS for R/W09L was broken off approach and passed traffic info.	I was the Heathrow Final Director at the time of the pCAIT alert. I noticed a pCAIT alert North of the final approach for 09L, which was the landing runway. There had been a few alerts throughout the morning, but this one seemed to be painting well on the radar and although tracking with the wind, could have been a real return. A319 which had just established on the ILS for 09L was informed of the potential infringer and was subsequently broken off the approach and passed traffic info. Shortly after, the return disappeared from radar.

201416857	01/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Hard landing.	At approx 30ft in the flare sink was encountered. Landing was firm so precautionary inspection carried out by engineer for potential hard landing.
201417134	09/12/2014	En route	Helicopter	Window latch detached during cruise.	In the cruise at 3000ft IFR outbound a P1 window latch detached, sending the outer bolt down the right hand side of the aircraft. No damage detected, flight continued with no further incident. CAA Closure: The cap nut was found to be worn. Pilot's vent window operating handle re-secured by replacement of cap nut in accordance with AMM.

201418157	22/12/2014	En route	Airplane	Spurious GPWS Terrain Terrain Pull Up warning during cruise.	Aircraft in the cruise at FL150 over airport in visual conditions, insight of the ground. GPWS Terrain TERRAIN, PULL UP warning sounded for two repetitions. The PULL UP light illuminated, XMON appeared on the EFIS and the EFIS CWP illuminated. Check list completed and continued the flight with EFIS and XMON illuminated. On a 9 mile final to runway the TERRAIN warning sounded twice and XMON and EFIS disappeared. Visual reference to the ground approach continued, normal landing.
201501681	01/02/2015	EGPA (KOI): Kirkwall	Airplane	Low speed rejected take off.	Pilot flying advanced power leavers, aircraft started to roll where the config warning sounded. Power leavers were pulled back and brakes applied. The flight crew checked the condition of the leavers and found they had crept back off the stops. Correct action was taken by the crew.

201501919	16/02/2015	EGPD (ABZ): Aberdeen/Dyce		FOD. During a routine runway inspection a piece of rubber approx 1.5m in length, 3cm thick and 8mm deep was found on the main runway.	FOD found on runway. During a routine runway inspection a piece of rubber approx 1.5m in length, which was 3cm thick and 8mm deep was found on the main runway. The piece of rubber appeared as though it had broken away from a longer length of rubber at both end and one side was smooth and the other had a rougher texture.
201410474	31/07/2014	EGPH (EDI): Edinburgh	Airplane	Unable to select RH pack on during taxi due to incorrectly collared circuit breakers.	During Taxi out, we left the ECS off initially due to expected tail winds during the taxi out to hold point D1. As we were cleared to enter the runway we attempted to switch on the ECS, however the RH pack button was dark and showed neither an OFF light or a valve open bar, however we carried out a lamps test and both worked fine. We tried several more times to open the RH FCSOV, however it remained in the closed position and we asked to taxi off the runway to investigate the issue. We eventually taxied back to stand and shutdown the engines, and got the passengers back into the terminal. Prior to our flight we did note that 4 CB's for the APU had been pulled and collared to prevent the APU being used due to an oil leak. However following our issue and subsequent taxi back, when the engineers came back into the flight deck to diagnose the issue, they discovered that the wrong 4 CB's had been pulled and collared. They had actually collared X1 (RH Pack), X2 (Flow mode), X3 (X-Bleed) and X4 (Cockpit Temp Control), instead of the 4 APU CB's. The correct CB's were collared and the ECS CB's were pushed back in, thereafter all systems worked normally and we got the passengers back on and despatched. Maintenance event - under investigation

201411419	18/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	PAN declared due to unusual sudden movement followed by fumes (electrical smell) in the flight deck.	The subject aircraft's pilot made a PAN call on the Moray frequency requesting vectors to the ILS. I was monitoring a trainee at the time but via the mentor box I called the pilot to offer a heading and request the nature of the problem. He responded that the aircraft had made an unexpected jolt and there was an unusual smell in the cabin. The PAN call was purely precautionary and he had donned his oxygen mask which made his RT quite difficult to make out. I asked if he needed assistance on the ground, he replied that the fire service being on standby would be sufficient. I called straight away and passed on the information. I also requested a lower level as the aircraft was close to levelling off and was given FL70. I descended the aircraft to that level and transferred it to Radar.□ Supplementary 18/08/14:□ Unusual and pronounced jolt of aircraft followed by instantaneous electrical smell. Spoke to cabin attendant then flight deck elected to go onto□ oxygen masks. Declared a PAN and requested vectors for immediate landing. Smell discontinued - cabin crew given option to go onto oxygen but elected not to use it. Kept continued contact with Cabin Attendant throughout rest of flight - fire services on standby. Landed without further complications.□ CAA Closure:□ Extensive troubleshooting was performed with the input of Saab and Rolls Royce. Airframe inspection did not reveal any defects that could have caused the electrical smell in the flight deck. On inspection of the LH engine it was found to have a crack in the forward air inlet housing. On review of both borescope video and MDC/DFDR data, Rolls Royce stated the evidence pointed to the engine as the root cause of the cabin odour. The engine was replaced and extensive engine ground runs and maintenance check flight performed prior to release to revenue service. The engine is currently in shop for full investigation and the report has not yet been completed, however, indications point to excessive rub on compressor abradable lining being responsible for the cabin odour. Engine had accumulated approx. 1800FH since last shop visit. The engines are condition monitored with engine trend data and routine borescope inspections. No implementation
201411441	18/08/2014	ADN	Airplane	ATC avoidance action instruction.	In the cruise established on Airway W5D, 19nm NE of ADN, flying towards PETOX we received an instruction from ATC: "Avoidance Action, Turn Right Radar Heading 080 degrees". PF disconnected the autopilot and rolled the aircraft onto Heading 080 degrees. PNF checked TCAS (nothing on the screen) and made a visual scan outside. We were in CAVOK conditions. Once on the new heading, ATC told us we were clear of the conflict and to route direct to SUM. Correct action by crew.

201411864	27/08/2014	EGNT (NCL): Newcastle	Airplane	PAN declared due to hydraulic system failure.	I was acting as an OJTI mentoring a student on INT/FIN band boxed. The aircraft approached from the South, and when on frequency announced that they would require use of the ADN hold to 'run through' checks to resolve a minor technical issue. Aircraft was in the hold and at 1400Z declared a PAN due to a single hydraulic system failure, they expected a normal approach and landing, however they might not be able to vacate the runway after landing. With this in mind, I asked the crew if I could get two inbound aircraft in ahead of them before they made their approach. The crew were happy agreed with this. The aircraft was vectored away from the hold and made a normal VOR/DME approach to land on runway 16, the landing time was 1416Z. After landing, aircraft vacated under its own power. Supplementary 27/08/14: During climb out 'HYD 1 SYS LOW QTY' ADVISORY message displayed on EICAS. FL100 check was completed and QRH actioned 10-8. As per QRH, procedure for low hydraulic quantity system 1 is to follow procedure for Hydraulic System 1 Failure (10-6). This was then actioned. A speed of less than 250kts IAS was maintained, and on being transferred to radar, we asked to take up the hold due to a technical issue. The QRH was reviewed by both of us again, and flap 45 un-factored landing distance was re-calculated as per the QRH hydraulic system failure. A full landing brief was carried out in the flight deck including non standard actions. Cabin Crew was then briefed of the issue, and the possible consequences that may occur. A PA was made to the cabin to inform passengers of the situation. Airport radar were informed of the technical issue and as a precaution, a PAN was declared. On approach, the freefall landing gear lever was actuated and landing gear was confirmed down. Landing was carried out without issue, and aircraft was able to be taxied to the stand without requiring assistance.
201412693	12/08/2014	EGPH (EDI): Edinburgh	Airplane	Blue laser attack.	

201413351	18/09/2014	En route	Helicopter	Cabin door vibration.	During the cruise a passenger came forward to say that the cabin door was vibrating a lot. Captain instructed co pilot to check security of the door which he did and it was fine. Passengers debriefed over the PA. AVC Fail caption illuminated at the holding point prior to departure. This was successfully reset by the crew. FMS database fail message was present on the FMS screens. Engineering debriefed regarding the AVC and FMS. Entry made in the tech log.
201415304	28/10/2014	EGPE (INV): Inverness	Airplane	FOD found on taxiway. No aircraft operating at the time of discovery during routine inspection.	During a routine inspection of the light aircraft maintenance area (Delta Taxiway) a jubilee clip of diameter 80mm was found in close proximity to the marked centreline. No aircraft were operating at the time the item was found. In consultation with based aircraft engineers it was established that the clip had come from an engine heat exchanger pipe on a based aircraft. The aircraft was undergoing maintenance in an adjacent hangar and had been pulled out for engine runs. Item identified and returned for fitting.

201415588	03/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Wet drills conducted using jacket not used for majority of flights.	During the OPITO BOSIET review, it became apparent that all passengers currently conducting HUET refresher training post CATA-EBS roll-out are conducting their wet drills on the Lapps Jacket. This is due to the policy for wet-drill training on CATA-EBS still being formulated; this was admittedly the purpose of the meeting. The new training policy is supposed to be in place by 01 Jan 15. However, there is no 're-set' practical training conducted on the CATA-EBS post HUET. This means that the last practical training exercise carried out by anybody currently conducting refresher HUET post CATA-EBS roll-out is on a jacket not used for the majority of flights operating within the UK region. This is a significant erosion of safety for the passengers.
201415603	03/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Birdstrike to wing and both engines. Nr2 engine damaged.	Birds appeared to miss a/c. No impacts felt. Bird debris found on a/c during post walk round.

201415683	07/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Failure to prevent AD non-compliant servo being fitted.	Previous history, SQID raised in 2013 regarding the non-recording of ASB on the log card for a servo control and therefore the aircraft was non-compliant with EASA AD 2012-0248. This servo is within the listing of discrepant serial numbers as per Appendix 1 in ASB and therefore AD 2012-0248 and ASB require to be accomplished. The documentation in AMOS for booking includes a copy of the log card, which has no information regarding either the AD or ASB. The log card itself only has installation details in excess of that at check in Part is recorded as being fitted in AMOS work order at location. No status regarding the AD or ASB within Source 1 for this part. Servo s/n 218 fitted on another operator's aircraft from 08/01/12 to 26/06/12. Log card records "repaired" has confirmed ASB embodied. ASB requires recording of compliance with the ASB on the log card, therefore not recording means that the ASB has not been accomplished even if other actions within the ASB have been. ASB requires compliance with the ASB no later than 12 months after receipt of the ASB. Rev 1 of ASB is dated 5 Dec 2012. Part not installed on an aircraft when AD became effective. Part installed after SQID closed. Conclusions: The prevention of AD non-compliant parts being fitted, is not being accomplished at the point the parts enter operator, or, when they are issued to an engineer, or when they are installed by the engineer as there appears to be no effective check that the documentation supplied shows that the part is airworthy. Maintenance did not complete the release documentation such that it allows the operator to show compliance with AD's or ASB's which they are required to by Part M.A. 305(e). Suggested Actions: • Checks to be put in place to ensure rejection of parts where the documentation does not adequately record its status. • Any log cards in the operator fleet where maintenance embodied ASB and, failed to comply with the ASB requirements to record the ASB status, to be returned to them for completion.
201415820	03/10/2014	EGCC (MAN): Manchester/Intl	Airplane	Green laser attack.	

201416254	19/11/2014	EG D809	Helicopter	Infringement of active Danger Area EG D809N/C/S (Moray Firth, North, Central, South) by an S92 at 2000ft. Traffic info given.	Inadvertent Incursion into Active Danger Area. During pre-flight, Co-pilot consulted NOTAMS and notified Captain that none would affect. In view of the routing of the flight, the Captain also consulted the NOTAMS, specifically the relevant Aerodromes and searched the Scottish FIR NOTAMS specifically for any active Danger Areas, but none were noted. On departure following a refuel, it was elected to route direct to Aberdeen. While abeam Wick , receiving a Basic Service the crew were informed by ATC that their position probably would show as within the D809 on radar which was currently active. Crew elected to turn onto a heading of 210 degrees magnetic to route clear of the Danger area and further Southwards to enable a direct routing clear of the D809. On handover to Lossie Radar the PM consulted with Lossie Radar if they had encroached on D809 and Lossie Radar advised that a 0040 squawk had been seen within the active D809. Flight reached their destination without further incident. On return from the flight the crew debriefed themselves on the NOTAMS. It was noted that both PIC and P2 had stopped consulting the NOTAMS when they reached the NOTAMS for the Norwegian FIR, believing that all relevant Scottish NOTAMS had been consulted. On closer inspection it was noted that the order of the NOTAMS was firstly, Aerodromes, then En-Route with first the Scottish FIR and then THE Norwegian FIR, and the 3rd Section was for Nav Warnings for first the Scottish FIR and then the Norwegian FIR, which was where the NOTAMs detailing the active danger areas were listed. The crew then realised that they had mistakenly believed they had consulted ALL Scottish FIR NOTAMS, when they saw the heading Norwegian FIR in the En-Route section, but had actually failed to consult the Nav Warnings where the D809 was listed as active. Supplementary 21/11/14: S92 requested DCT ADN, passed traffic information on a PA27, departed R/W09. Coordinated with Wick, information on S92 been passed, "S92, 2000ft, VFR,BAS,DCT ADN". Wick ATCO said they would work the helicopter and I informed them I would call them back with the departure time. Called back with the departure time of 11:22. Transferred S92 to Wick at 11:33 at 15D. PC ATCO called to ask if I told S92 about the D809 being active, I said no, the ATCO said "ok, he is just flown into it" Realised I had not passed the information D809N/C/S was active between 0915
201416446	19/11/2014	EGPH (EDI): Edinburgh	Airplane	Rejected take-off due to config warning.	Having been cleared for takeoff runway 06 PF assumed control of the aircraft and began the takeoff roll. PF asked PM for takeoff power. A couple of seconds after this we received the Config Master warning CWP and aural alert. Takeoff was rejected immediately and ATC informed we were stopping. It was evident that the main pitch trim on the indicator had deflected full scale. After a brief discussion, we decided to taxi back onto stand, shut down and call LMC/Engineering. Tech log entry was made at this point.

201408499	26/06/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Alternator unserviceable on fit.	Terminal plate insulating separator found damaged.
201409552	16/07/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	FOD in LH engine intake.	During the After Flight Inspection, a A3 plastic bag with an apparent container label was found down the LH Engine intake and wrapped around an IPS Stator. I am presuming that this has been ingested from an Offshore location.A visual inspection was carried out of the engine intake along with the remaining IPS Stators where no damage was detected. As a precautionary measure, the engine compressor section and internal IPS section has been internally borescoped with no damaged detected. A/C has been released to service without restriction.

201411520	20/08/2014	EGPB (LSI): Sumburgh	Helicopter	Partial release of Winchman's Quick Release Fitting (QRF) during winching evolution.	During winching evolutions with the M/V Knab and at the stage when the Winchman was transferring back to the aircraft, a loop on the Winchman's glove (which is used when drying the gloves) became snagged on the QRF gate. This caused unintentional release of the first stage of the QRF. Winchman alerted the crew via polycon and the Winch Operator and Winchman agreed to lower Winchman back to the deck of the vessel to check and secure the QRF. The QRF was reset and assessed as serviceable and Winchman transferred back to helicopter without further incident. Managing Pilot/FSM Comments : Immediate response: The loop on the glove serves no safety purpose and it was decided to issue an alert to all Jigsaw Crewmen to remove the loop on the glove to reduce the chances of a similar occurrence happening. .It was unlikely that the loop would have activated the second direction pull required to fully release the QRF but one of the safety barriers had in this occurrence been breached.
201414121	02/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Maintenance overfly.	The Filter Assy of the MGB had been loaded in June of 2013 but the part services had not been loaded. Consequently, as far as the records can evidence, the 150hr filter inspection and the 400hr filter replacement are overflown by 1446.5hrs and 1196.5hrs respectively. Manufacturer have been informed and we await their response. The aircraft is currently grounded for an airframe repair.

201414126	03/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Incorrect information loaded on technical records. Life raft inflation cylinders.	This aircraft has been used as an example. There were several cylinders affected on several aircraft. The error was discovered through the validation report process. The initial investigation of the error indicates that the initial load of a new part number had not had the part service A assigned to it. The Part Service has been subsequently loaded manually by tech records when the component was replaced and this discrepancy between the part on the aircraft and the part in the catalogue has flagged the error on the discrepancy report. The subsequent 'fleet check' on IAS highlighted the remaining discrepancies.
201414243	28/08/2014	EGPE (INV): Inverness	Airplane	Green laser attack.	

201414890	20/10/2014	En route	Helicopter	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.
201414973	21/10/2014	EGPO (SYY): Stornoway	Airplane	Rejected take-off due to erroneous warning indication in flight deck.	Aircraft had been lined up on RWY, given the surface wind and cleared for take-off. The aircraft was approximately 200 metres into its take-off run when the aircraft was observed slowing down, and the pilot reported that he was stopping. When queried, the pilot reported that for a brief instant after the take-off run had been commenced, a cockpit warning had illuminated, suggesting the rear hold door may be unsecured. The aircraft was taxied back to the main apron, and shut down to allow the hold door to be checked by ground staff, an a runway inspection was carried out by AFS. The warning was apparently erroneous, and the aircraft started up again, departing safely.

201415373	30/10/2014	EGPM (SCS): Scatsta	Airplane	EGPWS warnings during approach due to late gear selection.	I decided to join via overhead for a visual approach to land RWY. Aircraft configured flap 15/. Asked FO to select gear down - got Terrain Terrain warning, at this point the A/C was crossing the ridge to the east of runway. Two seconds later Pull UP warning - my actions were to put the A/C into a climb for approximately three seconds to cancel the warning then continued to descend to a downwind position where I carried out the visual landing onto runway. The sector safe area for the initial alert is 2000" MSA, which was above and at all times was in contact with the ground. Terrain and the A/C was in a safe and stable condition of flight. I believe the alert was triggered due to the gear not being fully in position at the time of the A/C crossing the high ground.
201416165	18/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	AS332 climbed to 2700ft instead of cleared altitude of 2000ft.	AS332 level bust. AS332 climbing requested 2A'. I identified the a/c, offered an ODS service and instructed him to climb to 2A. I had about ten a/c on frequency at the time with one overflying AS332 at that time, so 2A was a good level. When I completed my scan of all my strips again I noticed that AS332 was showing 2.7A climbing. There was nobody above him, but I instructed him to descend back to 2A on Q1016. The pilot apologised and asked me if I wanted him to file a level bust. I said I would have to. Supplementary 20/11/14: On Inbound. Cleared by ATC to climb from 1000' to 2000'. Co-Pilot climbing manually with a high rate of climb. With the plan being to position for an ILS on what is a very short return sector, the PM elected to obtain the weather from ATIS early in the climb. A warning of reduced lighting at destination was an ideal learning point for the new co-pilot (PF), but momentarily distracted the PM's thoughts long enough such that when he called 'Check Height', the a/c was approaching 2500ft. Re-adjusted to 2000ft. Spoke to ATC and contacted Watch Manager by phone. Supplementary 23/01/15: This level bust occurred as helicopter was climbing to a cleared level of 2000ft on an Offshore Deconfliction Service after departure from a rig. With no passengers on board, the crew had elected to fly manually rather than use the automation, and had then become distracted as they approached 2000ft. As it was unusually light, the aircraft was climbing quicker than normal, and reached 2700ft before ATC queried this with the crew. No other traffic was affected. There is a requirement for all crews to practice manual flying when the situation is suitable to do so. As a result of this incident, the Bond FSO has issued a Safety Notice to all crews covering the subject of manual flying.

201416355	22/10/2014	EGNM (LBA): LEEDS BRADFORD	Airplane	Green laser attack.	
201417745	19/12/2014	EGPC (WIC): Wick	Airplane	Taxiiway excursion.	Aircraft called adc to request start and taxi from the apron to the hangar. Despite being daylight, the taxiway lights were on 30% brilliancy due to□ a shower having recently passed through reducing available daylight. Following start, a clearance to the hangar from the apron via hold and on the loop taxiway was issued, and a read back obtained from the pilot. As the aircraft left the apron the manner of taxiing seemed slightly erratic, and a minute later the aircraft was observed leaving the taxiway on the starboard side of a right hand bend and striking a taxiway light. The aircraft's starboard main undercarriage became stuck in the mud adjacent to hold and the pilot was instructed to hold position and on the third call by atc this instruction was acknowledged and the pilot advised to shut down, to which he complied. Aerodrome fire service were dispatched to assist the removal of the aircraft from its sunken position in the mud and recover the broken glass and elements of the taxiway light. The aircraft was removed by combination of manhandling and a tow from ground handling agent.

201417850	21/12/2014	EGPB (LSI): Sumburgh	Airplane	Go-around flown due to landing gear disagreement light illuminating during final approach.	FO was pilot flying and as we captured the localiser we were configured to flap 15 and he called for gear down. On reaching for the gear handle it was noted that the gear disagreement light was on. Due to this the handle was not moved and a go around was flown. Once in the hold at 4000' the checklist was actioned which required the gear to be cycled. This was done with the gear and all lights functioning normally. Also with the gear handle back in the up position the disagreement light had gone out. We then flew another approach to land with no further issues. Under investigation
201500702	19/01/2015	EGPE (INV): Inverness	Airplane	Serious Incident: Aircraft veered on grass during taxi. No damaged. 51 POB, no injuries. Subject to AAIB AARF investigation.	

201500726	19/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	PAN declared due to unsafe gear indication.	I was on duty as the INT controller, bandboxed with FIN. at 1727, aircraft was inbound for an ILS approach and requested a speed reduction to 55kts as□ he had an unsafe gear indication and needed to go through his checklist. This was approved and I asked if he was declaring an emergency. He replied□ he would decide after the checks. I then gave ADC a prior warning of a possible emergency and what it might entail. At 1732, aircraft declared a pan□ with 16 POB, with an indication that his right hand gear was not down. He also requested to route direct to the field for a VFR approach and this was□ approved. ADC was informed immediately and I retained the aircraft on INT frequency for a few more minutes to allow ADC to initiate the emergency□ callout. The FIN controller opened FIN and the WM was informed. I transferred aircraft and he made an approach to the main runway for inspection at the hover square. INT had no further involvement in the incident.□ Supplementary 19/1/15:□ During the completion of the initial approach check-list, we noticed that the right light didn't illuminate in green. We followed the emergency check-list 4/1. Light remained off. We declared a PAN call, requesting to land and to maintain a hover on runway 23 until an engineer checks visually the right gear down and locked. After the agreement of the engineer, we disembarked the passengers while light on wheels at the hover sport before landing fully and taxiing to the main apron where we shut down. Passengers debriefed.
201500891	21/01/2015	Lerwick	Airplane	UK AIRPROX 2015/005 - White weather balloon and a SB2000, 5nm West of Lerwick. SB2000 made a 20deg LH turn to avoid.	

201415125	22/10/2014	Not specified	Airplane	Cargo found not secured on aircraft arrival.	When the ramp team started the offload they found that a piece of cargo at 113kg had not been secured for the inbnd flt.
201415178	25/10/2014	En route	Airplane	Burning smell in flight deck during cruise. Aircraft diverted.	During cruise phase of flight, a burning odour was observed in the flight deck. Initially, this was an odour simply associated with heat, which gradually increased in intensity from very faint, to readily detectable. This was discussed between f/o and captain, through which it became apparent that the odour seemed to be emanating from the left side of the flight deck. Then liaised with cabin crew to further investigate, and ascertain whether odour was also present in the cabin/rear of a/c. The cabin crew stated there was no abnormal occurrence in the cabin (smoke was not suggested in initial dialog). The cabin crew were asked top the f/d to discuss further. On cabin crew entering the flight deck without prompting or hesitation, cabin crew's immediate comment was to state that a smell of "burning plastic" was present in the flight deck. This concurred with flight crew observations. An immediate diversion was then requested (a/c was at this time directly overhead the airfield". F/O began descent and approach whilst captain liaised with ATC and CC. A NITS brief was imparted to CC and read back. The emergency checklist could not at this stage be actioned, as fumes could not be specifically associated to be coming from one of, either the avionic system, or the air conditioning system, therefore priority lay with briefing, and returning the aircraft to ground. A very short time after diversion had been requested and initiated the odour weakened and then dissipated completely. At no time was any visible smoke present anywhere inside the aircraft. Aircraft landed and taxied to stand with a normal disembarkation with no further re-occurrence. Fumes where only estimated to be present for a matter of minutes. Unable to reproduce - under investigation.

201415275	29/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Green laser attack.	
201415574	24/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Maintenance Airworthiness Directive overrun.	An administrative error in the management of the maintenance programme resulted in the requirements of EASA AD 2012-0129-E not transferring to main gearboxes modified IAW ASB Integration of the Emergency Spraying System. Consequently the requirements of the AD were overflown. Afternote: AD complied with by engineering as soon as made aware of requirement.

201415684	07/11/2014	EGLL (LHR): London/Heathrow	Airplane	Fumes in flight deck and cabin. PAN declared.	Increasing fumes in the flight deck. The last two departures in this aircraft we had just after T/O an ECAM Caution. AIR, ENG 1 BLEED FAULT. Ecam drill completed and flight continued as the hot dusty metallic smell had disappeared. This smell was also reported by the cabin crew at the rear of the aircraft. During Descent on return sector we were made aware by the crew independently of a series of hot dusty smells in the rear of the cabin. We asked the crew to investigate and they reported back nothing unusual just the smell. Csd visited the Flight Deck and remarked that the smell was stronger in the flight deck and not noticeable in the forward galley. We went on oxygen and started the Smoke Fumes Avncs smoke QRH checklist. Pan call made to ATC and a priority approach was made to 27R. Alert call given and NITS brief given by Interphone for a normal landing. Normal Landing. We vacated the runway and were inspected by the airport Fire Services nothing found and we taxied to stand as normal.
201407483	06/06/2014	EGPM (SCS): Scatsta	Airplane	Lavatory smoke warning. Considered spurious.	Fwd lavatory smoke warning. On turnaround (empty a/c) master warning "FWD LAVATORY SMOKE", alarm cancelled and warning disappeared then reappeared 10 seconds later. C/A contacted by flight deck through emergency call to investigate. ATC contacted for fire brigade to be in attendance (no pan or mayday). Engineer called to A/C. Fire crew found no heat source using thermal image equipment and A/C was shut down for engineer to investigate. Outcome was a spurious warning and the system was disabled in accordance with MEL and company procedures. Flight back to base nil further to report.

201416629	27/11/2014	EGPE (INV): Inverness	Airplane	Hold netting found unsecured on arrival.	
201500642	17/01/2015	EGPE (INV): Inverness	Airplane	Concerns around de-icing procedures.	I have serious concerns regarding the de-icing procedure. On arrival at the aircraft the flight crew noticed significant ice accretion on the airframe following a night of heavy snow. The aircraft had not yet been de-iced as snow was forecast near the EBOT. During the walk-around the captain noticed significant icing on the engine acoustic panels, and also on the engine inlets. This was communicated to the de-icing team and the captain insisted that the ice was removed by an engineer using mechanical means and/or hot air. When the engineer arrived, he insisted that this was ok to fly with. The ice was roughly 4mm thick and covering the entire bottom section from 4 o'clock to approximately 8 o'clock on both engines. Also on the top of the nacelle up to the inlet. The commander insisted (again) that this ice was removed in line with our clean aircraft concept. There seemed to be a lot of 'head-scratching' over how this was to be done. The total delay was 1hour, when the de-icing procedure took only 15-20 minutes. This ice should have been removed prior to our arrival at the aircraft. There should be procedures in place to deal with this type of contaminant. On a side note, whilst it is very helpful that the engineer starts the APU, and performs the IR alignment and enters the route information in the FMGC prior to the crew arriving at the aircraft, I believe that this can be counter-productive and 'threats' can start to creep in. In line with our operations manuals, it is probably best that the flight crew go through their usual preliminary cockpit preparation without this extra distraction.

201501055	21/01/2015	EGLL (LHR): London/Heathrow	Airplane	Smell in galley during take-off. Suspected de-icing fluid.	Immediately after take off and in the climb I was contacted by cabin crew who reported a smell in the galley which was confirmed as being of smelly feet.□ From Briefing discussions with other crew experiencing fumes events this triggered a concern between the crew. I reported the situation to the captain who asked me to check on the crew. The smell lasted some 15 seconds and dissipated. The captain added that the unusual smell may be from de-icing fluid being burned off.
201501478	06/02/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Uncommanded activation of emergency location transmitter (ELT).	On turnaround during pre-flight checks of the flight deck it was noticed that the ELT was activated. This activation had not been commanded by the crew and the time of activation was unknown. The ELT was reset without issue. On departure of the following flight, on radio contact with the I.A.C. to pass the times for off blocks and airborne, we were asked if we had an emergency as our distress beacon had been detected and Humberside Operations had been in contact with the I.A.C. We advised that we were ops normal, had reset the ELT earlier and continued the flight. After landing, we telephoned Operations who advised that our ELT had been picked up by S.A.R. earlier in the morning. After return to base, a Tech Log entry was made for the ELT to be checked by an engineer and this ASR filed. Uncommanded activation of ELT. ELT reset when activation observed. No obvious reason for ELT activation - all landings previous were normal/'non heavy'.

201501649	10/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Rejected take-off due to 'GRD/FLT logic' indication in the hover.	Lifting into the hover for departure on runway 16 the ground flight logic indicating light on the CWP illuminated. Aircraft was set back down on the ground and indication disappeared. Aircraft taxied off the eastern side of the runway and turned through 180 degrees exercising the nose wheel in preparation for departure again. Aircraft taxied straight on runway to ensure nose wheel straight before lock engaged. However, on second departure attempt the problem reoccured so aircraft returned to base for engineering inspection.
201412781	10/09/2014	EGPB (LSI): Sumburgh	Helicopter	FOD from parked EC155.	ATC received notification by telephone from a ground engineer that an engine blank had come loose from a parked EC155 and was lying on the ground. The helicopter had not been flying. An S92 was taxiing onto spot 5 for passenger pickup and was advised. Once S92 was parked on spot the engine blank was recovered by Ops vehicle. Apron ops advised. WX 0850z 22007KT 9999 FEW014 13/12 Q1022.

201415874	11/11/2014	EGPA (KOI): Kirkwall	Airplane	Potential conflict due to ATC climb clearance instruction.	ATC clearance issued that did not provide full separation between a/c. Issued a local restriction on departure to maintain 4000 feet when reaching on departure. QNH 1000, equivalent to FL044. Inbound a/c had already been cleared to FL050. After departure flight crew spotted the inbound opposite direction a/c on the TCAS and saw that 1000' separation would not exist if the climb was continued to 4000'. ~ATC asked to clarify cleared altitude was 4000' and ATC replied that was correct. Climb rate reduced by the flight crew so separation to the other a/c was never lost. ATC informed after event was over.
201501492	05/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Crew forgot to download HUMS card data during crew change.	On return from a Line Training Trip with a scheduled second flight involving a change of P2, Ops instructed the crew to proceed to spot 7 for a shut down as planned. A few minutes later it was asked if the P1 could accept a rotors run into the next flight since the new P2 had completed the planning and the passengers were all present and being put through to the gate. The P1 accepted and de-briefed the P2 under training in the aircraft, completed the tech-log and OFP and instructed the P2 to complete the invoice. The aircraft also needed to be turned around on spot to accept the fuel bowser, which the P1 communicated to the ramp staff in position at the aircraft. The new P2 then arrived and the crew set about carrying out checks for the re-spot and discussing the planning for the next flight. These factors distracted the P1 from the need to have the HUMS card from the first flight sent in to engineering for download. Neither the P2 under training nor the P2 for the second flight raised the issue and so this action was missed from the turn around process. The second flight departed without the HUMS card being downloaded from the first flight. On climb out, the crew received a call from ops in the climb advising us to RTB due to HUMS data having not been downloaded during a rotors-running crew change. RTB'd, data downloaded and pax debriefed and flight relaunched without further incident.

201408459	26/06/2014	En route	Airplane	Loss of Communications (PLOC).	Aircraft called in on frequency and was later requested to continue present heading at 17:19Z. A/C did not respond on frequency and was later found on a subsequent frequency (124.5) at 17:42Z. Supplementary 26/06/14: Just south of TLA VOR we checked in with ATC on 126.3 and were cleared direct to GRICE. I then demonstrated to the PM the functions of the RMU and how to program the memory. (this was a line training flight). When completed Com 1 was set with 126.3 on the active and 124.5 on the standby. We then moved on to the more interesting aspects of the GNSX. As PF I then carried out an approach brief. At this point I noticed that the radio was set to 124.5 on the active which seemed odd as I could not remember us being handed over. At this point ATC contacted us and informed us that the previous sector had been trying to contact us for some time. Having restored contact with ATC the flight continued with no further incident. I asked PM what happened and he was sure that we had been handed over and that he had checked in.
201500186	06/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Severe turbulence on approach.	During a 4 axis coupled RV ILS to runway, ATC advised of severe turbulence on the ILS 34. We experienced this at 3000 feet at an approximate position of ADN 155 deg. / 25nm. Parameters fluctuated by the following amounts (approx.):IAS: minus 45 knots (causing L/G (landing gear) warning light to flashALT: plus and minus 200 ftROD: 1000 fpm (should have been zero as descent for the approach had not yet been initiated). Assigned HDG: 10 degrees. Upper modes were de-selected in order to maintain parameters within acceptable limits. ATC advised of height fluctuations. Once clear of turbulence, upper modes were re-engaged and the flight/approach continued without further incident. Passengers briefed during flight shortly after event and again on spot when landed.

201500471	11/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Go-around flown due to windshear.	Decreasing performance windshear encountered on short final, triggering red windshear warning. Go-around performed in accordance with sops. Second approach was uneventful.
201500602	15/01/2015	EGNT (NCL): Newcastle	Airplane	Aircraft at FL70 climbed to FL74 instead of descending to cleared altitude due to adjustment of altimeter sub-scale setting.	Level Bust due to adjustment of altimeter sub-scale setting. Immediately when cleared to descend from FL70 to an intermediate altitude during the initial stage of approach the PF selected the cleared altitude in the Alt Sel window and adjusted the altimeter sub-scale to the QNH setting. This was done with the autopilot engaged in ALT mode while the PM continued with the initial transmission to ATC. The PM put down the clipboard and deselected the ALT mode as soon as possible, however, the aircraft was already climbing and very briefly peaked at FL74 before recovering to descend to the cleared altitude. No comment was made by ATC as the climb may not have been detected by radar.

201407245	03/06/2014	EGPC (WIC): Wick	Airplane	Aircraft returned after departing with unsecured door.	Aircraft departed IFR on a Procedural Service, approximately three minutes later he requested to return to the airfield with an open door. I asked him if he could join visually, which he indicated he was able to do. I cleared him for a visual approach to join downwind right RW13. The pilot was asked if he wished to declare an emergency, to which he stated no, the door was just unlatched. The aircraft landed safely at 1147, the door was secured on the Runway, it backtracked and departed again at 1149 with no further incident.
201408034	16/06/2014	EGEP : Papa westray oi	Helicopter	Nr1 engine starter generator fault.	The aircraft was starting prior to transferring a patient. The nr2 engine was started normally but the nr1 engine failed to start. Symptoms included no rise in n1 rpm and turbine temperature, a high pitched whirring noise and a GEN DISCON caution on the CAD. The aircraft was shutdown and engineering assistance sought. Fault finding isolated the problem to a sheared drive shaft in the starter-generator. Nr1 starter-generator replaced in accordance with AMM and adjustment carried out iaw AMM, reading within limits. Aircraft returned to service.

201409536	16/07/2014	EGPC (WIC): Wick	Helicopter	Aborted take off due door warning light.	Aircraft aborted take-off due to a warning light. I immediately requested a local standby. When stationary the Captain informed me that it was for a door, and no assistance was required. A crew member got out and checked the door externally. The aircraft departed normally and the RFFS stood down. The aircraft operator was informed.
201410215	28/07/2014	DESIG	Airplane	Severe turbulence reported between FL300 and FL320.	Pilot reports of severe turbulence in LKS sector. Pilot reported that between FL300 and FL320 in the DESIG area he had encountered severe turbulence. This was subsequently corroborated by another aircraft. The LAS was informed, and notified the MET Aviation Office.

201410776	04/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Defective valve and PCB fault led to MGB oil loss during taxi out.	During taxi from spot 6, 'Caut Xmsn MP' illuminated, numbers displayed on the VMS showed dropping MGB oil pressure and rising temperature. Aircraft taxied back onto spot and shutdown. Ground staff drew crew's attention to a large amount of oil covering the aircraft. After Note: Engineering diagnosed the fault as a defective P2.4 valve and an intermittent fault with the PCB. Both components replaced.
201411944	27/08/2014	Not specified	Airplane	Avoiding action given.	Avoiding action given by Inv atc for pop up traffic. Autopilot disconnected and manoeuvre safely flown, angle of bank max 40degrees. Traffic cleared and flight continued safely. Correct action by crew

201412220	29/08/2014	EGLL (LHR): London/Heathrow	Airplane	Fumes in rear galley.	Crew Injury - Fumes - After takeoff, very strong fumes in rear galley. (oily smell) on landing lasted for about 10 minutes, also reappeared felt bit nauseas and mild headache.
201412975	12/09/2014	EGPB (LSI): Sumburgh	Airplane	Birdstrike. Damage to propeller blade.	Minor damage to one propeller blade heater mat. Supplementary 12/9/14: Bird observed passing close in down left hand side of A/C just after take off. No impact sound but advised ATC of possible birdstrike. Remains found on runway, identified as ringed plover. Engineers completed inspection on arrival found minor damage to one propeller blade heater mat. Tech Log entries as required. BS form completed. MOR completed.

201413558	15/09/2014	Not specified	Airplane	Avoiding action given.	Avoiding Action. On climb out, following handover to Scottish control. Crew were issued an "avoiding action, turn left 15 degs" by ATC. Crew followed instruction as per SOP, disengaging A/P and rolling A/C to left at 45 degs AOB. a TCAS "other traffic" signature was observed approx 2500 feet below, in approx 12 o'clock position. No further event occurred.
201414501	13/10/2014	EGPC (WIC): Wick	Airplane	Do328 exceeds taxi clearance limit.	Do328 was cleared to taxi to holding point alpha, and read back the holding clearance. Do328 then taxied through holding point alpha and was instructed to hold position approx 100 metres past the holding point, to which the pilot complied.

201414598	13/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Fumes in the flight deck due to GPU.	The crew reported at the aircraft to find the forward crew door open with the GPU positioned at the foot of the steps. The exhaust was angled towards the door and the forward cabin and flight deck stank of exhaust fumes. The right DV window was opened and the crew door closed until the GPU was removed to a more appropriate location. It was only at the second request that the handling staff removed the GPU which delayed loading. The crew report suffering from mild nasal irritation, sore throat and mild headache during the flight circa 15 minutes post exposure.
201416834	02/12/2014	En route	Airplane	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 carried out a visual examination of the aircraft and then advised us that we should proceed to stand with fire cover following for a normal disembarkation before the pod door was opened by the fire crew and the contents examined. After disembarking the passengers and transporting them to the terminal the pod bags were individually scanned with the thermal imaging camera. One bag was found to be warm and had been adjacent to the smoke sensor. The bag was believed to contain a laptop that had been left switched on in "sleep" mode. The bags were returned by the crew to the passengers and we requested that they examine the contents to ensure that nothing in the bags had combusted. One passenger reported that his laptop had been left switched on and another that he had a mobile phone in his bag that had been left switched on. There is a possibility that the active laptop caused the smoke sensor activation. Procedures to brief passengers about the requirement for laptops, phones and other electronic goods in their bags to be switched off should be implemented at check in to help prevent this kind of occurrence in the future. Additionally, the widespread use of lithium batteries

201500052	02/01/2015	EGPB (LSI): Sumburgh	Airplane	Rejected Take-off (RTO) due to configuration warning.	Applied power to start take off roll, CONFIG Warning illuminated. Aircraft stopped only having moved 5 metres, speed about 5 knots. Trim in the correct position, Flap at 15. So deduced it was the Condition levers, they appeared correct but re-pushed them against the stop. Subsequent take off uneventful.
201500362	07/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Defective LH ancillary module fitted.	Revenue flight carried out, HUMS download carried out during turnaround inspection, x2 amber alerts noted relating to alternator bearings. On advice from manufacturer LH alternator and LH HYD pump removed to perform dimensional and visual inspections of relevant bearing areas, no anomalies noted. Aircraft rebuilt and HUMS test flight carried out with further amber alerts noted during subsequent HUMS download. Gearbox rejected on further advice from manufacturer. Significant loss of revenue flights and maintenance man hours to rectify, significant risk to aircraft safety installing a defective safety critical component.

201500389	09/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Unable to access company quality manuals.	The Intranet homepage does not show current QID Quality manuals when searched, only some Australian manuals. Search for "QID 001" for example. Could someone in Quality / Part-M please explain to me how our Part-145 engineers are expected to remain compliant with Quality manuals which appear to be hidden back in the old legacy system? And why show only Aus manuals in the current Portal? There are approx. 250 manuals between QID 001 to QID 315 that are required to be accessed by engineers (not all available online). For some reason, the new portal makes this impossible, not easier. These manuals available should be held under Procedures > Maintenance and Engineering or a Library of some sort. If we are going to use another system for Company publications, perhaps this could be sooner rather than later?
201500593	14/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of component service life limit. Date/hours discrepancies in maintenance database.	Maintenance database and log cards for the dampers fitted to one aircraft record the same serial numbers as being fitted. Maintenance database records a TSN of 1227:30 which with a 2.1 penalty factor = 2577 hours and 45 minutes. The SLL limit is 2500 FH. Maintenance database shows a 'to go' of 144 hours 55 minutes to the 2500FH limit. The "expected" date for the DI which Maintenance database says has 272FH to go is in approximately two months, the expected date for the SLL is in approximately 30 months' time, even though it has half the hours to go for the DI. I am told that this is due to the SH being a standalone counter and utilises historical data, and the Hours counter uses the daily averages figure. No "P" delta in APN 147 counters. Maintenance database records that the bearings fitted to another aircraft have accumulated 1129:00 which with the 2.1 penalty factor = 2370 hours and 54 minutes, i.e. due in 129:06 Maintenance database shows a 'to go' of 1359:43 and 1335:43 only for s/n FR1718. Maintenance database shows all five bearings fitted at the same TSN and TAH, i.e. if the penalty is being applied correctly, all five should have identical TSR and to go figures. "P" delta of 14 in APN 147 counters. Another aircraft, APN 147 records 17:53FH but 11:28 SH which is illogical. APN 308 has no data for pods in the counter and the daily average figures are zero. Review of other operator's aircraft which are live in Maintenance database and have the aux fuel pod as "completed" in the matrix, gives several other aircraft excluded. • One of these, all five bearings (including one 332A31-3209-00) have 1248:46 TSN, and a SH counter of 1249:38 implying that it has only flown with pods on for 20 minutes. IF pods have been on since new then the SH will equal 2622:29 i.e. an overfly. All five bearings have H TSN less than SH TSN which is logical. No "P" delta in APN 147 counters. • Five bearings on one aircraft (including two 332A31-3209-00) have a maximum TSN of 829:01 so worst case they would have accumulated 1740:56SH. Three of the bearings have SH TSN less than the H TSN which is illogical. No "P" delta in APN 147 counters. • Another aircraft - all five bearings have 443:19 TSN, and a SH counter of 627:40 implying that the pods have flown on the aircraft for 87:47 FH. Numerous red fill in the Pods delta counter values, so my figures are provisional. "P" delta of 79 in APN 147 counters. Conclusions: Bearings fitted to Aircraft have overflown the SLL. Counter for bearing s/n FR1718 is at variance with the other parts fitted to Aircraft. Special hours counter is

201500766	18/01/2015	EGLC (LCY): London city	Airplane	Blue laser attack.	
201500852	22/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	EMB190 missed cleared Holding point M3 during taxi-out to R/W34.	EMB190 clearance limit. Due to an aircraft with a technical fault which had pushed back from stand 2, all aircraft were backtracking for RWY34 departures. EMB190 was cleared to holding point M3 behind an A320. The A320 was subsequently cleared to holding point A4. I was head down with other tasks associated with de-icing, clearances etc. When I looked out of the window I noticed EMB190 on the D taxiway between M taxiway and A4 behind the A320. I challenged EMB190 as to whether he had been cleared to A4 as I didn't recall doing so and the strip indicated M3. I wanted to double check. He replied "No, but I can go to A4 if you like" or words to that effect. I told him to hold position and that he had been cleared to M3 only. He apologised and said he had missed M3. Luckily he was clear of M taxiway and no aircraft were affected by his exceeding his clearance limit. The A320 lined up, I cleared EMB190 to holding point A4 and transferred him to ADC frequency. Supplementary 13/02/15: The crew reported they had "missed" holding point M3 during taxi, however this did not lead to a confliction between EMB190 and any other aircraft. The event was detected and resolved by GMC in a timely manner.

201500886	20/01/2015	EGNM (LBA): LEEDS BRADFORD	Airplane	Inadequate aircraft de-icing.	Insufficient De-Icing carried out prior to aircraft dispatch. DHC8 was a passenger flight. During the walkround prior to flight, the First Officer pointed out to the Captain that residual ice was present on the aircraft after landing from its previous flight. The De-Icing truck was requested and De-Icing commenced at 2047Z. The de-icing truck departed, but it was noticed that numerous patches of ice were still present on the leading edges of the wings and horizontal stabiliser - these patches were at the seams of the de-icing boots. The Captain requested that the de-icing truck returned to the aircraft and when it arrived he pointed out to the spraying crew the ice patches concerned using a torch (although these patches were clearly visible without it) - as he did so, the spraying crew removed them. The aircraft then departed at 2115, having incurred a 35 minute delay.
201501254	31/01/2015		Airplane	Momentary speed exceedance.	VMO Exceedance + 4 for 4-5 seconds. Shortly after levelling at FL230 aircraft accelerated to Vmo + 4. Crew had been monitoring the level off due traffic crossing at FL240 from left to right. PF did not reduce power sufficiently after the level off. Crew discussed event and considered that they'd been distracted by acquiring visual reference with the crossing traffic. Vmo at FL230 indicated 258kias and speed reached 262kias for 4 to 5 seconds. Crew discussed better ways to manage distractions.

201410229	28/07/2014	En route	Airplane	Radio failure.	Aircraft had filed a VFR FPL and a DEP message had been received. Radar advised that aircraft was experiencing radio problems as he transited their area and confirmed the ETA. Radar advised aircraft now complete radio failure, squawking 7600 and observed in the vicinity of BONBY continuing towards destination. I requested a Local Standby. 10 minutes before the ETA I attempted to establish contact and received a brief tone in response I transmitted blind Airfield information and joining instructions. A reply was heard, readability 2. As the aircraft got closer, communications improved and by time 1140 readability 5 communications had been established, aircraft re-selected Squawk 7000. Fire Chief elected to stand down and all agencies were advised.
201411372	17/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Configuration warning on power application.	During after start checks, it was noticed that the condition lever friction was very loose and did not keep the levers locked in the forward position. We discussed the possibility of a configuration warning on the takeoff roll and briefed that in the event of a warning, PM would hold condition levers forward and if warning cancelled we would continue the takeoff. If warning did not cancel we would abort. Configuration warning did occur on moving power levers forward and did clear on holding condition levers forward so take off continued uneventfully. Under investigation.

201412251	15/08/2014	EGPE (INV): Inverness	Airplane	Green laser attack.	
201417950	27/12/2014	En route	Helicopter	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, however, after approximately 5 minutes, whilst in a subsequent descent, TAWS failed but recovered soon after. ATC were asked for an immediate descent to 1000ft to ensure continuous VMC and a left 90 degrees turn to separate the aircraft from its original track. Once level at 1000ft and a subsequent assessment of all systems had been made, the passengers were informed. After the aircraft had achieved approximately 5nm track separation and remained good VMC the crew elected to declare an emergency via a PAN call and route direct back. Flight continued WFI, VMC throughout. Aircraft landed safely and shutdown. Engineering informed. On the Triggered Lightning print, a clear path outside all amber and red sectors, direct to the destination, was evident out to the vicinity of the Harding installation, where an amber band was evident. Furthermore, with an aircraft ETA, the Triggered Lightning print indicated that this amber area would move South and clear of the destination for the aircraft's arrival and this remained confirmed by the print. When Operations became aware of the situation, a Captain cross checked the indicated position of the aircraft and the [then] current Trial Triggered Lightning picture and

201416389	22/11/2014	EGPE (INV): Inverness	Airplane	Dividing netting between rear hold compartments discovered incorrectly secured on arrival.	Compartment netting undone. During the offload of the flight Ramp Service Agents noticed that the dividing netting in the rear hold between the compartments had not been correctly secured whilst there were 12 bags in the rear hold. The Ramp Service agents advised the Airfield Operations and Safety Unit of the occurrence. An internal safety report has been raised and will be sent to the operator for further investigation.
201417123	10/12/2014	En route	Helicopter	PAN declared and aircraft returned due to passenger medical emergency.	Paramedics met the aircraft on arrival.

201418183	26/12/2014	En route	Airplane	Cabin pressure control system failure.	At FL185 in the descent the aircraft cabin pressure controller, allowed the cabin to start climbing. Attempts to correct this in Manual and Auto modes failed. We descended quickly to 10000ft managing to avoid the cabin climbing above 10000ft and we then depressurized the aircraft. ATC where advised and as we were on our final descent we only needed a few extra track miles to complete our descent. The aircraft had a substantial history of this problem, I expressed my concerns with Maintrol on the way the aircraft tech. log had been signed out by engineering and the fact that I felt that we were still going flying with this problem and I further discussed this on the day with Flight Operations Manager. After I was assured the aircraft could operate in manual mode if auto failed by one of the engineering staff, although he did think that the aircraft would need further maintenance, I accepted the aircraft and operated. I discovered that there was at least 5 tech log entries to do with pressurization. Two crew members had sore ears and at least 10 passengers complained about ear pain on arriving in ABZ
201500218	07/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overdue maintenance tasks.	Task AUT-CAP562-CAAIP-CHP-B-180, APPDX34-2 / ATC TRANSPONDER, 24-BIT ADDRESS CHECK shows within APN 185 as an initialised task card, shows as approved in the OMP in APN1934, but is not showing in APN 25 maintenance forecast. Currently, AMOS shows 6 out of 10 aircraft as overdue this maintenance task. First task became overdue on 28 Feb 2014 according to AMOS.

201500837	20/01/2015	EGKK (LGW): London/Gatwick	Airplane	Laser attack.	
201500903	17/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Helicopter reduced speed during final approach to R/W16, resulting in ATC initiating a go-around to a following EMB145 due to wake turbulence minima being compromised.	ATC instructed us to Go-Around as the wake turbulence minima had been compromised. Causal factors appear to be a tailwind component eroding the approach spacing in conjunction with a severe reduction in speed from the Helicopter. QAR data shows the EMB145 at 133KIAS with a groundspeed of 155KTS and stable before the FAP and 128KIAS down the ILS glidepath. This is a known issue at the airfield. Two helicopters joining VFR for Runway 16 ahead of EMB145 with a surface wind of 260/08kts. The second helicopter was instructed to land 16 and vacate right at D2 - the aircraft was on left base with 3nm to touchdown at this point and the EMB145 was 10.5nm from touchdown on left base. When EMB145 was 7nm from touchdown the radar controller could see the helicopter joining ahead and so instructed the crew to start coming back on their speed and when asked to report it, they responded 133kts. Interestingly the radar groundspeed was 176kts at this point. The Tower controller called radar and asked for the speed to be reduced, radar confirmed that was already requested. EMB145 contacted Tower 6nm from touchdown and at this point the helicopter's groundspeed was 77kts when 1nm from touchdown compared to 149kts on the EMB145. In an effort to reduce the helicopter's time on the runway the controller instructed the crew to vacate through M5. By the time the helicopter was over the threshold and now back at 44kts EMB145 was approaching 3nm at 130kts G/S. With EMB145 at 2nm from touchdown and the helicopter just clearing the runway the controller had no option but to instruct a go around was conducted. He did offer a visual circuit to the crew but they elected to fly another ILS approach. The main factor is the speed to which the helicopter reduced when on short final - what appeared to be a perfectly reasonable 7.5nm gap ultimately reduced to 2nm through this. The controller said over the course of last week he had cause to instruct helicopters to fly through the final approach track and position onto the opposite base leg in order to avoid a go around as he could see it was not looking good. In this event that was not apparent until the helicopter was on short final and the option to position to the west was no longer a viable one. He did instruct the helicopter crew to take an earlier turn off the runway in an effort to speed the process up - as by the time it was looking like being a problem this was his only option. Similarly both controllers identified the need for EMB145 to reduce speed at an earlier stage of the approach. The controller

201501564	06/02/2015	EGLL (LHR): London/Heathrow	Airplane	Fumes in flight deck.	FO could smell "sweaty socks" and experienced tingling lips. Air conditioning fumes suspected. FO donned o2 mask, initial actions of qrh smoke/fumes procedure carried out. No discernible change. As aircraft now on base for 09L priority given to approach and landing. During taxi in smell re-appeared, discernible to Capt. also this time. During approach spoke with cabin crew to ascertain if any fumes present in cabin - none. Contacted engineering to investigate further.
201501771	05/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of ASB 92-25-018 crew seat – Quick Release Buckle (QRB) replacement.	Last year the harness assemblies were replaced due life, but were supplied with and replaced by pre-mod items MBCS13698-1 instead of MBCS13698-2 WO was raised for performing ASB92-25-018 in December, moved to work package xxx. This was subsequently closed without performing the requirements. The ASB and WOs did not return to the maintenance forecast until work was performed in xxx updating compliance data for on 5th Feb 15.

201415457	02/11/2014	EGPE (INV): Inverness	Airplane	Due to a breakdown in communication a firearm was loaded and travelled in the rear hold without flight crew being notified. The firearm had not been noted on the LIR or loadsheet and no NOTOC had been received.	Undeclared Firearm in the Hold. At approximately 19:20, during the offloading the AOSU was informed by the ramp service agents of a firearm in the rear hold of the aircraft which had not been declared to them prior to completing the offload. On inspection of the firearm there was paperwork which suggest that the dispatch in previous sector was aware of it however there was a breakdown in communication as this was not passed onto the crew on the flight deck. The AOSU contacted the security team who came to the A/C to collect the firearm as per our local procedures. An internal safety report has been filed and will be actioned accordingly.□ Supplementary 04/11/14:□ Firearm carried without crew knowledge. On flight a firearm was loaded in the hold without knowledge of the crew. We were not advised by the dispatcher, nothing was noted on the LIR or Loadsheet and no NOTOC was received. We were made aware by the ground handlers upon arrival.
201501294	30/01/2015	Brent C Oil Rig	Helicopter	Triggered lightning.	A/c departed scatsta on a basic service at 1000 ft having planned to remain visual throughout in accordance with amber triggered lightning predictions at the planning stage. After landing the crew were informed that they had inadvertently strayed into a red TL zone. a/c rotors ran on deck until the next update and departed visually perhaps this serves to highlight the shortcomings of this system as an effective planning tool?

201408038	19/06/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Corroded rotor brake flange supplied with overhauled main gearbox by manufacturer.	Prior to installing rotor brake drive flange that was supplied by manufacturer with Main gearbox main module it was noticed that there was considerable corrosion of the spline drive of the rotor brake flange. The corrosion was removed to reveal stepping / wear extending to approximately 180 degrees of the spline drive. It is concerning that parts are received with a valid FORM 1 yet clearly not all parts have been satisfactorily inspected by the manufacturer prior to release. Serviceable item issued from stock for installation. Rep on site to review. Internal investigation Report requested. Affected part replaced with spare item from stock.
201410245	26/07/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Bag for incorrect flight was loaded and carried.	Flight was loaded & discovered to be short 4 transfer bags. These bags were delivered to the flight & loaded however they were not fully checked & a bag for a later flight was allowed to travel. On discovery of the mistake, the a/c was airborne. Ops were advised & after consultation with the a/c captain the a/c continued to destination.

201410761	07/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Nr2 Altitude and Heading Reference System (AHRS) failure on descent.	No2 AHRS failure during descent passing FL120 for 3 minutes approximately. System self rectified passing FL80 approximately and remained serviceable for the reminder of the flight.
201414856	20/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Main landing gear brake pipes and scissor link damaged.	Damage to MLG brake pipes and scissor link found during turnaround maintenance. Upper brake pipe has looped over upper scissor causing deep scoring and stretching to all 3 brake lines.

201416518	22/10/2014	EGCC (MAN): Manchester/Intl	Airplane	Laser attack on two A/c.	
201500610	16/01/2015	EGWU (NHT): Northolt	Airplane	Loss of separation between an A319 and a PA31. STCA and SMF activated.	PA31 CAT B flight reported complete and requested RTB to destination. Appropriate coordination was made and PA31 was vectored hdg170. PA31 reported visual with the field and advised he was able visual circuit if it helped. This was acknowledged with 'roger' but not approved due to the traffic sequence. PA31 was cleared to descend from FL100 to FL90 on top of fltnum 118 and A319. Once A319 had vacated FL80, PA31 was cleared to descend from FL90 to FL80. PA31 descended at an extremely high rate, and reached FL79 whilst A319 was still passing through FL73. LOS occurred. No avoiding action was issued as the previously instructed headings were separating the traffic laterally. PA31 was issued further descent once laterally separated from A319 and continued approach into destination.□ Supplementary 23/01/2015: The confliction had been detected by the controller who then planned to descend the PA31 on top of A319 as levels were vacated. The controller waited until A319 had passed FL76 and was continuing in the anticipated direction however the loss of separation was caused when the A319 was descending at 600ft per min and no restriction was issued to PA31, which descended at 2500ft per min. Recovery was correct, further controller intervention was not required, the a/c were descending to vertically separated levels and on diverging tracks.

201500968	22/01/2015	EGPH (EDI): Edinburgh	Airplane	Green laser attack.	
201501717	11/02/2015	Borgholm Dolphin	Helicopter	Fuel leak on deck during rotors running.	On deck, rotors running where the following problem was identified by the crew. During the aircraft walk around, fuel was visible trickling from the underside of the aircraft beneath the right hand plug door. The helideck crew were notified and pilot in aircraft informed. Pilot called engineering and explained what had been observed. Engineering identified probable cause and recommended for the right hand fuel tank drain valve to be exercised and re-seated. Pilot elected to shut aircraft down so that appropriate equipment could be obtained and all parties properly informed and briefed of the situation. Engineering recommendation carried out and excess fuel cleaned up. Valve and surrounding areas monitored and no further leak witnessed. Engineering informed and agreed happy to return with passengers. OIM informed and passengers briefed; return flight conducted without incident.

201408501	21/06/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Oil leak from oil filter housing on newly overhauled engine.	Post initial ground run input vibe checks on the Number 1 engine (Newly Overhauled), an oil leak was discovered from the oil filter housing. The oil filter cap was removed and it was discovered that there was a piece of lock wire stuck in the O-ring groove alongside the O-ring. The lock wire was removed and the oil filter inspected. No debris was found. The filter was changed as a precaution and the filter cap, with new O-ring, was reinstalled. Subsequent ground run carried out and no further leaks apparent.
201408940	02/07/2014	En route	Airplane	Rudder limiter caution. Early flap selection.	Rudder Limiter Caution illuminated during the cruise. Crew followed the Abnormal Checklist. Light did not extinguish at 180kts and checklist required a speed of 140 Kts to override the Rudder Limiter. The aircraft was in icing conditions and crew elected to get Flap 20 in order to remain above VCM. The Flap 20 was selected before gear and the mistake was realized before the Flap indicator moved. Gear down was then selected then Flap 20 and the speed reduced to 140kts. The fault light cleared and the Override Switch was selected. The gear took a fairly long time to retract as speed was near 150kts at the time of retraction. The flight continued without further event.

201417177	07/12/2014	EGPA (KOI): Kirkwall	Airplane	Go-around.	Go around flown due runway lighting failure due to lightning strike. As the aircraft became localiser established on runway 27, ATC stated they had been struck by lighting and all the runway lights had gone out. A climb to MSA was carried out and then a turn to the south of the field at MSA as it was apparent that we would be climbing into the CB. Using the aircraft weather radar the storm could be seen at about 10miles east of field so a second approach was commenced from the overhead once the airfield generators had come online . At this point ATC advised that the runway had 30% contamination of hail up to 10mm which they classed as ice. We entered the hold until this was cleared. Correct action by crew.
201417852	19/12/2014	EGPA (KOI): Kirkwall	Airplane	Momentary stick shaker.	Difficult approach to land - night, active CB/TSs with hail, snow, lightning and rain in the immediate vicinity of the airport, Wind 250/29G43. Moderate turbulence and some windshear on the approach. Crew had managed to avoid entering any CB during the initial approach from the overhead but Engine anti-ice was on as a precaution - hence the Ice Speed Switch was "on". The airframe was ice-free during the approach to land. Due to the conditions the Captain elected to land Flap 20 in agreement with the FO. Due to the runway being reported as wet, and a flap 20 approach, a VFA of Vref Corrected +5 was nominated by PF which gave an effective margin of Vref +15 given that the aircraft was ice free. The autopilot was disconnected between 2 and 3 DME. During the remainder of the approach PF was working hard to maintain GS and runway C/L. At approximately 150-200' PF noticed that whilst the torque and attitude for the approach appeared normal, the speed had decayed to Vref Corrected minus 7 approx. PM simultaneously made a "Speed, Speed" call. PF continued the approach making minor adjustments to speed and flight path as he felt that it was the best policy not to make large adjustments and potentially destabilise the approach at such low level. PF believes that he entered the flare in a good position and retarded the PLs as per landing technique recommendations. As the PLs were retarded and the pitch increased to what the PF believes was a normal landing attitude the Stick Shaker activated for approximately 3 seconds (until touchdown). This was PFs first approach (ever) in an aircraft with an active ice speed system. Reflecting on this incident the reporter makes the following observations/queries: 1. Particularly during ice speed on approaches, perhaps crews should consider maintaining a minimum speed of Vref Corrected to try to prevent this type of occurrence? 2. During "Ice speed On" approaches in difficult conditions, I would brief the PM to monitor the speed closely on the approach and call any speed deviation below Vref Corrected. I would also request speed calls from the PM during the last 300' of the approach. 3. Consideration of the differences in landing technique required when the ice-speed switch is "on" should be given. PF is considering making all approaches in the near future (when conditions allow) "Ice speed On" so that the pitch attitude during the approach/groundspeed/rate of speed reduction below 50' can be monitored and become more familiar. 4. The sensitivity of the Ice Speed System to speed bad

201411958	05/08/2014	EGPE (INV): Inverness	Airplane	Green laser attack.	
201414009	04/10/2014	EGPD (ABZ): Aberdeen/Dyce		FOD. Pair of rubber gloves discovered on R/W16 threshold during inspection.	FOD found on R/W16 threshold during In-Depth Inspection.

201501382	03/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Loss of separation on HELS sector.	I was advised at 1700 on 3 Feb 15,at home, that it was confirmed that I was involved in an incident resulting in a loss of separation whilst I was the Hels Sector controller that morning. This was about 9 hours after the event. Up to that point I believed I had not lost any separation whilst on duty. I have still not been told of any details of the incident nor any of the details of the aircraft involved. Due to the time interval between notification and writing, this report therefore only contains the sketchiest of details and is my vague recollection of what happened whilst I was controlling. However, when I took over the Hels Sector, the weather conditions were very poor with poor visibility, continuous snow, icing conditions and triggered lightning. The conditions were causing helicopters all sorts of problems and understandably weather avoiding was commonplace and frequent. The workload on the sector appeared to be high. At the time of handover, I believe there were about 8 helicopters on frequency, all inbound with several pending from Rebros and Int. About 6 helicopters were within 40nm at various levels all proceeding for an ILS approach to RW34. Int was holding about 2 or 3 fixed wings at the ATF awaiting other helicopters to complete their approach. My recollection of the handover was in response to my question are we holding helicopters" was "no we are just using radar vectors and fitting them in". As far as I am aware, only some of the helicopters had been given instructions to hold at any point. In short, to me, there was no agreed holding plan in place. I was not entirely sure this was good but considered that there was probably just about enough airspace available to hold helicopters if this became necessary. I recall thinking "do I want this" but thought that as the Hels and Rebros sectors were very busy and that the offgoing controller was clearly tired, and we needed to keep breaks going, I elected to take the sector. I do not clearly recall the levels individual helicopters were at but I was aware that all levels (1A, 1.5A, 2A, were being used at handover time. Also, most of these helicopters were effectively heading for the same area to the east of the Aberdeen Zone, but not to an area where they could usefully and readily be taken by Int for sequencing into the ILS. Having taken over the sector, I immediately asked INT what his plan was and what did he want the helicopters to do? I was told to bring the helicopters on a bit closer and start to put them in a sequence but not too far downwind because of the wind strength and after the fixed wings they
201416301	20/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Near collision with birds during approach.	45deg bank angle required to avoid geese on approach.

201408043	18/06/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Go-around flown due to flaps failure on approach.	Flaps 15 selected on approach, flaps did not move. Flap selector reset to 0, CBs checked (none out) then reselected to 15, still no flap movement. Go-around flown, once A/P re-engaged flaps were reselected in the climb and appeared to work normally. Normal airmanship factors considered, checklist carried out and briefed for possible flapless approach. In the event flaps functioned normally, normal flap 20 landing carried out. Flap system inspected and operational / function test performed iaw AMM27-51-00 unable to fault system. Aircraft returned to service with no further reports to date.
201408048	10/06/2014	EGPB (LSI): Sumburgh	Airplane	Flap system fault and flap split master cautions when selecting landing flap.	On selection of flap 20, flap system fault along with flap split master caution. Flaps reselected to previous setting then back to 20 successfully. On selection of flap 35, same cautions appeared and flaps reselected to 20. Approach discontinued, malfunction checklist consulted and decision made to return with brief and preparation for possible flapless landing. On selection of flap 15, the above cautions activated along with a gear configuration warning, which was not possible to cancel. Flapless landing then carried out. Flaps noticed to be slightly extended but indicating '0' on EICAS on checking 'FCS' page LH flap reads 0.0o and RH flap 3.2o MDC recorded flap pos invalid' on sector. Split indication of about 6o observed at 7o and 15o between flaps but flaps moving together after a few operations of flap, split cleared and LH and RH indications now in limit and no warnings suspect flap transducer '1DE' at fault. LH flap transducer '1DE' replaced iaw AMM 27-53-10. Mechanical rigging of flap control system carried out iaw AMM 27-51-00-830-801-A01 para 2a to i(1) (a) to (e) no adjustment required flap zero within limits. Electrical rigging of flap control system c/out iaw amm 27-51-00-830-801-a01. Functional test of the flap control system c/out iaw amm 27-51-06-720-801.

201408493	20/06/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Engine fire bottle found to have low pressure.	During the pre-flight inspection it was discovered by the engineer that the engine fwd fire bottle pressure was low. The fire bottle was replaced by a robbed item from another a/c.
201410275	29/07/2014	EGPB (LSI): Sumburgh	Helicopter	Departing S92 turned off assigned heading.	Inbound a/c ILS27 at around 7miles with Sumburgh Tower, outbound a/c (S92) released straight ahead R/W33 and airborne. Outbound a/c turns right towards destination shortly afterwards, still on tower frequency. I called the Tower who informed me they were visual with both a/c and could separate. When the outbound a/c called on frequency I passed traffic info on the inbound a/c and the pilot informed me he was visual with this a/c. When querying the clearance the pilot informed me that he had received it from the tower but had turned to 'avoid housing' or something similar. Supplementary 31/10/14: This incident was caused by the crew of the S92 who received an after departure restriction to climb straight ahead, but chose to turn right, apparently to avoid some houses. There is no local requirement to avoid houses on the climb out from R/W33, and the straight ahead restriction had been issued by Sumburgh Radar to ensure separation between the S92 and traffic inbound on the ILS for R/W27. The ADC controller at Sumburgh confirmed to Radar that he was visual with both helicopters, and retained the S92 on his frequency until they were 5nm North of the ILS traffic, thus ensuring required separation was maintained. Helicopter operators will be reminded that Sumburgh Airport lies within Class D Controlled Airspace and after-departure restrictions must be complied with unless the safety of the a/c is compromised.

201410602	04/08/2014	EGPB (LSI): Sumburgh	Airplane	PA28 failed to comply with ATC clearance, resulting in ATC initiating a missed approach to a SF340. Standard separation maintained.	Radar checked in a PA28 VFR transit aircraft 15 SSW of the field heading north. Tower co-ordinated with radar to route him to south of the light house against SF340 LOC traffic about to establish on RWY09. PA28 was instructed by radar to remain South of the field and contact Tower. On contact with Tower PA28 was instructed to route south of the lighthouse and hold which he acknowledged. Radar then called to say he was heading towards the 09 approach. PA28 was again instructed to route to south of the lighthouse and hold, which he again acknowledged. Radar called again saying he was still heading towards the approach so has broken off the SF340 to bring round again for the LOC and the PA28 was co-ordinated to continue north through the approach. PA28 was informed of his failure to comply with his clearance.
201410992	09/08/2014	En route	Helicopter	Aircraft uncontrollable due to severe turbulence.	We had experienced severe turbulence outbound with required a descent to 1000ft from 3000ft . However on the return journey we were at 2000ft when we experienced even worse severe turbulence with no warning from the weather radar which made the Aircraft uncontrollable at times with 300ft ROC with min pitch at one point . We elected to make an immediate descent to 1000ft, however, we were unable to contact Air Traffic due to another aircraft making a long call about his routing. As we descended, we also noticed on the TCAS another aircraft 8 miles away also making a rapid descent for the same reasons. The weather was still bad at 1000ft and we took a further descent to 500ft along with the other A/C where we were able to contact ATC. In the space of 2 miles we went from a 20kt tail wind to a 55kt head wind. The remainder of the flight was flown in moderate turbulence.

201411041	12/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Tail rotor damaged during maintenance.	RH main oleo had to be let down for correct pressure extension. The tail rotor caught on the tail stand and took a significant amount of weight of the helicopter as the helicopter rotated level from a left wing low attitude. There was a deflection outboard but most weight was weight was taken along the length of the blade. We were unable to move the stand away from the a/c due to the weight. The aircraft had to be jacked up to release the weight from the blade.
201412015	29/08/2014	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	Airplane	Prolonged loss of communications (PLOC) for approx 10mins.	Aircraft failed to check in on 133.8. TAY was asked for the traffic, who again tried to contact/transfer the traffic. Surrounding sectors and standby frequency were also tried in an attempt to make contact. Approx 10mins after contact was lost, TAY informed us that aircraft had returned to their frequency and was being transferred.

201412084	30/08/2014	EGPE (INV): Inverness	Airplane	Broken glass found on runway.	The Bird Control Unit Officer reported broken glass observed on R/W23 whilst he was carrying out his duties. I relayed this to the airport fire chief who carried out an inspection and confirmed extensive glass debris on the runway. The runway was then withdrawn from service at 13:21 while the debris was swept up and a comprehensive runway inspection took place.The runway was re-opened at 1354. The glass was reported to be clear with some silvered reflective pieces of debris also having been found. The only aircraft movement since the last surface inspection at 12:41 had been the departure of a PA28 who at the time was still airborne on a local training sortie. The pilot was informed and upon arrival he carried out an inspection of his aircraft. The aircraft was reported as being intact. As of the time of submission of this report, the source of the debris has not been identified.
201412157	30/08/2014	LEMG (AGP): Malaga	Airplane	ATC initiated missed approach to EMB190 at 700ft due to runway occupied by B747.	Approach was busy with arriving a/c established on approach, we were 9nm behind preceding a/c. When this a/c landed ATC cleared another a/c to line up and instructed us to reduce speed to minimum appr. Due to B747 lining up. We were inside 7nm at this point, we were inside 4nm when the B747 reported ready for departure. ATC was silent for a few second then instructed the B747 to hold position on RWY and us to go-around. A go-around was initiated and missed approach flown, followed by radar sectors to another approach, from which we landed. ATC possibly did not show best judgement by trying to fit a heavy a/c departure in such a short gap. Had the B747 taken off, wake turbulence would have been a concern-we fully anticipated the go-around. Potentially very unsafe situation.

201413067	16/09/2014	EGGW (LTN): London/Luton	Airplane	Misrouted baggage. Triple 'A' non-compliance.	
201413106	16/09/2014	EGPC (WIC): Wick	Airplane	Beech 36 taxied without a clearance.	On handover of the ATCO position, I was told of an a/c at the hanger on start to taxi to the main apron. The handing over ATCO stated that it had been a while since a start clearance had been issued, so I made 2 transmissions to check if the a/c was still on frequency. No response from either transmission was received. Following several vehicle clearances around the manoeuvring area, the BE36 was observed on the loop taxiway passing Holding point Echo. Be36 was given taxi instructions to the main apron and reminded of the requirement to obtain permission to taxi on the manoeuvring area.

201413560	24/09/2014	EGPE (INV): Inverness	Airplane	Rejected take-off due to RH engine failing to achieve pre-set torque value.	Method 'C' take-off. PF advanced the power lever up to approximately 80% and commanded "Set take off power" PM armed the APR but RH engine failed to achieve pre set torque value of 96%. Instead it settled at 86% with ignition light on. Problem identified before 80 knots and an uneventful rejected take off carried out. Taxied back to stand and swapped to another aircraft. Under investigation
201414500	13/10/2014	EGAC (BHD): Belfast/City	Airplane	Potential callsign confusion between fltnums 118 and 128, same operator, frequency and destination.	Similar callsigns. Fltnum 118 and fltnum 128 were both estimating MAGEE at 1042. Both a/c on frequency at the same time approx 12nm in trail. I informed each a/c of the similar callsign on frequency and advised I would be taking reporting action.

201500888	14/01/2015	EGPO (SYY): Stornoway	Airplane	Stall warning activated during flare with Ice Speed on.	During the flare for landing the stall warning sounded. The ice speed was switched on and ice speed on speeds where being flown. The warning was very brief and the touchdown normal. Under investigation.
201410720	24/07/2014	P600	Airplane	Avoiding action issued.	I had been on duty as the MORAY High & Hebrides T&P controller at OP21A for about 5 minutes when I transferred B737(1) to Norway control just West of KLONN maintaining FL410. Norway control transferred B737(2) to me at KLONN maintaining FL340. I then noticed B737(1) turn right of track, set FL100 on Mode S and start descending. To ensure separation, I issued an avoiding action turn to the right of 45deg to B737(2). I had forgotten that the previous controller had coordinated with Norway control that B737(1) be released for descent. Having just taken handover, I was called by Boulmer surveillance looking for information on an aircraft outside of my airspace. I tried to locate the aircraft in order to better advise Boulmer of the sector or agency to call. Whilst on this call to Boulmer, I was asked by the Moray Low controller to pass a message regarding a bird strike to another aircraft and also asked by the LAS to hand over the sector to another controller with trainee. It was during the handover to the incoming controller that I noticed the B737(1) descending. I checked the strip from the EFD bin and saw that the B737(1) was RFD. I believe the closest the two aircraft came laterally was approximately 10 miles. 1. I should not have removed the outcommed B737(1) strip from my display prematurely. 2. I should not have got embroiled in the phone call with Boulmer 3. I should have ignored the message from Moray Low. 4. I should have asked the LAS not to disturb me

201410842	07/08/2014	EGPE (INV): Inverness	Airplane	Cabin crew illness and incapacitation. Cabin crew member was removed from safety related duties for the remainder of the flight. Crew continued operations with reduced crew complement. Cabin crew member was offloaded on arrival.	
201410868	10/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Unauthorised pushback.	I was on duty as the ADC controller bandboxed with GMC. Traffic levels were low and the weather slowly getting worse but not affecting ATC ops. I had just spoken to SB2000 to advise him that his flight plan was out of date and that I would update it for him, I also advised him of a new QNH. Shortly after this the aircraft asked for start. I approved the start and got on with controlling other aircraft. I looked across towards Stand 10, where the aircraft was parked and noticed he had started to push back from the stand. I informed him that he had conducted an unauthorised pushback but as there were no aircraft to affect he could continue pushing. No other aircraft were involved in this.□ Supplementary 04/09/14:□ On this occasion the flightdeck crew made an error as they requested pushback from the ground crew even though they had requested and been given approval for start up only. They felt this may have in part been due to a rushed turnaround. No other aircraft or vehicles were affected by the unauthorised pushback.

201410956	07/08/2014	Benwick	Airplane	UK AIRPROX 2014/137 - Grob G115 and a S76 at 2000ft 2nm South Benwick.	Conflict in Class G airspace. CAA Closure: No further CAA action. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201410963	09/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Cabin crew illness due to strong chemical smell during take-off.	On take off there was a strong chemical smell. It cleared within 2 mins but I felt light headed had spots in my vision and felt tight chested. Witness also experienced the same symptoms. Captain offered if I needed further support.

201412335	01/09/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Incorrect loading of lifejackets.	Flight returned with 2 jackets each contained within 3 orange bags (total 6 jackets). The rest of the spare jackets were in 3 black bin liners; there were sufficient unused orange lap bags. This was not noticed until bags were offloaded. All these flights carry enough bags to hold all lifejackets plus another spare bag. This message has now been reinforced to all customers and passed to the OIMs offshore, particularly the fact that all spare bags may be placed inside one bag to minimise the FOD hazard offshore. Operator have confirmed that there are always 7 bags in the boot (each bag holds 3 MK50 jackets) and the crew also have a spare bag in case. It may have been there was a bag inside a bag but going forward if for whatever reason but if your crew feel there is not enough bags they should bring it to the crew's attention and they can supply them with the spare one.
201412972	13/09/2014	Hardwick, Norfolk	Airplane	Aircraft overturned.	During taxiing prior to power checks, the PIC operated the wheel brakes which unloaded the tail sufficiently for a gust to lift the tail and nose-over the A/C which causing a prop strike which destroyed the wooden propeller and causing possible shock loading of the engine. No other damage noted.

201413053	13/09/2014	EGLL (LHR): London/Heathrow	Airplane	Strong smell of fumes in the passenger cabin during taxi.	Cabin crew complained on taxiing out of strong smell of fumes and felt nauseous. Captain was informed. Later on during the flight, crew member felt an irritation in her throat and chest and developed a cough. By the end of the flight the cough subsided but she felt discomfort in her chest.
201413939	01/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Engine FOD damage.	During a 1500hr borescope inspection the #3 compressor rotor was found to have damage (approx 3-4mm, Limit 0.8mm) also during the inspection some FOD (possibly a injector cone spring or insert) was found between the combustion casing and the combustion can at around the 6 o-clock position. There was also something else that I couldn't identify possibly a strut with carbon deposits. Engine removed and replaced.

201414356	10/10/2014	En route	Helicopter	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 call, slowed down our airspeed and landed back at departure airport. Company investigation underway.
201414889	18/10/2014	Forties Bravo	Helicopter	RH seat adjustment system failure during take-off.	On take-off the RH pilot's seat adjustment system failed. RH pilot was the handling pilot and requires the seat to be fully forward. The seat moved fully back whilst the aircraft was in a 5ft hover causing the pilot flying to put in an aft cyclic movement and pull power, during which the aircraft climbed to 15tf. The deck had a 32kt wind in the turbulent sector. The input this caused was uncomfortable and alarming to the crew and they elected to continue the take-off from 15 ft. The flight involved 3 subsequent RH seat take offs all in the turbulent sector in the field. Each time on deck the seat was repositioned, clicked into place and backward pressure was exerted on the seat with no movement on deck. Each take off the seat failed and returned to the fully back position. Seat failure entered into Tech Log.

201415258	28/10/2014	En route	Helicopter	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 problems and that they intended to head east over the sea and descend to VMC and make a return to departure airfield. Few seconds after this they declared a PAN, indicating that they believed their main rotor had suffered damage due to windshear / turbulence. They were able to make a normal SVFR return to the field where they landed safely at time 0756.
201415206	28/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	B737 commenced an incorrect RH turn after departure, resulting in loss of separation with a helicopter. STCA activated. Traffic info given.	Wrong direction turn after departure. B737 was given a departure instruction of 'after departure turn left heading 220 degrees'. She was given take off clearance and once airborne I noticed the STCA go off against a previous departing helicopter which was heading 040deg. I continued to observe and noticed that she had commenced a right turn. I immediately gave traffic info to B737 on the preceding helicopter, liaised with INT and passed her another safe heading to resolve the new departure direction. Supplementary 12/12/14: Although ADC had correctly issued the after departure instruction and obtained a correct readback, the captain of the B737 mistakenly wrote down it was a right turn after departure instead of the required left turn. Although the First Officer, as pilot flying, believed he should turn left, the captain instructed a right turn was to be made based on the information written down. The First Officer's relative inexperience led him to follow the captain's instruction to turn right, rather than challenge it further. Upon detecting the confliction, ADC took appropriate steps to allow the crew of the B737 to visually acquire the helicopter and to then restore separation.

201415840	06/11/2014	EGPC (WIC): Wick	Airplane	Elevator found leaning against a fence while parked.	In the morning the crew noted that strong winds were forecasted and maintenance was requested to put aircraft in the hangar because of this. The daily pre-flight was performed and the aircraft was parked outside the hangar. Went to the aircraft to park inside the hangar but it was found turned with one wheel in the grass. It appears that the right main wheel jumped over the chocks and the aircraft turned. The employee noted that on the day he parked the aircraft he also set the parking brake. Chocks were placed on both main landing gears. According the TAF the wind was forecasted from 09:00 local onwards. 060800Z 0609/0618 18020KT 9999 SCT030 PROB30 TEMPO 0609/0618 17030G43KT TEMPO 0610/0618 6000 RA BKN014. The wind at the tower were recorded with gusts up to 50kts. An investigation with regards to this incident has been instigated, interviews will be conducted with the involved personnel. At this date formal actions are still to be determined. The damage to the aircraft will be inspected by a qualified and competent engineer and until the point the damage has been inspected and rectified the aircraft is unserviceable.
201415852	11/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	PAN declared due to passenger medical emergency. Go-around flown.	Aircraft had been vectored onto an ILS approach for Rwy, tower then advised that the pilot had initiated a missed approach due to a medical emergency.□ When the aircraft re-contacted me on frequency, the pilot declared a PAN-Medical Emergency, with intentions to make an immediate approach to land.□ Director was vectoring several inbounds to runway, but was able to sequence the aircraft straight in with no delay. The ADC ATSA was informed of the medical emergency via the Watch Manager. The A/C landed safely.

201416351	21/10/2014	EGNM (LBA): LEEDS BRADFORD	Airplane	Green laser attack.	
201416444	21/10/2014	Chobham	Airplane	Green laser attack.	

201416662	28/10/2014	EGPH (EDI): Edinburgh	Airplane	Green laser attack.	
201417502	16/12/2014	EGPD (ABZ): Aberdeen/Dyce		Frequency interference.	Frequency interference. I was the ADC controller when 118.1 was subject to permanent transmission of white noise. Whilst it was extremely distracting I was able to work with it for a short period as I could still hear my traffic and they could hear me. I selected 121.25 as a backup frequency and transferred all traffic to the new frequency but the problem then started on 121.25 as well. I checked my headset, liaised with DEO and the WM came up to coordinate. By this time aircraft were reporting the problem when airborne. Traffic loading was still of medium intensity but the distraction of the noise and people trying to sort the problem was making my workload increase and my capacity for taking inputs reduce. At one point I had to abandon a Hand over due to inputs from other people coupled with workload. This is no fault of anyone else; it was purely the distraction, noise and my reduced capacity to deal with inputs. I needed to concentrate solely on the traffic situation. The DEO and WM came up with a work round solution which is in place at the moment and I handed over to a colleague successfully. I would like to thank and commend the WM (DWM) on his support, the GMC for holding traffic and the DEO for quickly deciding on a work round.

201500377	08/01/2015	EGNM (LBA): LEEDS BRADFORD	Airplane	Green laser attack.	
201500591	14/01/2015	EGPE (INV): Inverness	Airplane	Go-around flown due to GPWS 'Sink Rate' caution.	An approach was made to RWY in moderate turbulence. At approx 100ft considerable sink was experience and the GPWS 'Sink Rate' caution sounded, a GA was flown and we entered the hold. ATC advised the wind had changed considerably and reported the wind had changed to 090/7 and varying 030-130 degrees. We elected to fly an approach to RWY in view of the reported wind shift. Moderate turbulence was again experienced on this approach with noticeable sink and a GPWS 'Sink Rate' at approx 50ft, the ROD was controlled and the aircraft landed.

201500849	20/01/2015	Off-shore platform	Helicopter	Red flashing 'Wave-off' light observed by flight crew on approach. Flight crew were subsequently informed it was a known fault and that a faulty infra-red fire detector was causing the problem.	The crew were tasked to take passengers to the off-shore platform. As the aircraft approached the off-shore platform the crew noticed that a red light was flashing on the deck. The crew communicated this to the OIM before he could see the facility himself and he indicated that it was likely to be the 'wave-off' light. He further indicated that it was a known fault and that a faulty infra-red fire detector was causing the problem. The OIM then apologised for not informing the crew at the briefing stage before the aircraft departed previous sector. Unaware that a formal risk assessment had not been carried out and that Authority clearance to continue operations with the evident fault had not been given, the Captain accepted the OIM's specific clearance and continued to land on the off-shore platform. Flight completed WFI. Operations informed on return. A Tech Log entry was not made.
201500996	26/01/2015	EGCC (MAN): Manchester/Intl	Airplane	Captain observed fuel migrating down the RH side of the fuselage during refuelling. Passengers were deplaned. Engineers attended. LH wing tank pressure refuelling pipe possibly leaking.	Fuel leak. During pressure refuelling with passenger boarding the captain who was outside supervising the refuelling operation noticed a weep of fuel migrating down the starboard side of the fuselage from the dry bay area. The leak was so slow there were no drips falling from the underside to the ramp. As fuelling was nearly complete the captain allowed the operation to continue but interrupted the boarding to establish with the number one cabin crew if fuel was detectable in the cabin and to ensure normal fuelling procedures were enforced. A dynamic risk assessment was made to review the hazard and potential implications and the captain decided to deplane the passengers in the normal way. Engineering arrived and confirmed the presence of fuel on the fuselage. The captain noticed that once fuelling ceased the weep seemed to slow, perhaps to the point of only the fuel present migrating downwards suggesting the pressure refuelling pipe to the left wing tank may be leaking.

201501179	26/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Momentary stick shaker activated.	Before TCH the outside conditions started to be a little bit turbulent so small corrections were needed in order to maintain the correct glide path. Speed was good (Vref with a decreasing trend vector) pitch angle was fine but received Stick Shaker for a second. Applied power immediately and lowered the nose 1-2 degrees and stick shaker stopped. Taking all the factors into account we considered it was inadvertent Stick Shaker and normal landing carried out. Under investigation.
201501259	01/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	L/H pitot head u/s on fit.	Aircraft had an over read in its airspeed indication and on investigation the L/H pitot head was found to be at fault. The head was replaced with a new item from stores, on testing the new item it was found that the new head was leaking from the pitot side. A replacement head was ordered A.O.G which arrived from regional stock. U/S item is being held in stores.

201408660	30/06/2014	En route	Airplane	Cabin crew injury and incapacitation. Crew member slipped and hit their forehead on lavatory metal door frame. Crew member was stood down from duties. Flight continued with reduced crew complement. Paramedics attended to crew member on arrival.	
201410753	07/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Gear up on short final.	Aircraft was making a VOR/DME approach to runway 16 and was on short final (approximately a quarter mile) when I noticed its gear was still up. I instructed the crew to "check gear" and the wheels came down as the helicopter slowed over the threshold. The pilot of the helicopter then initiated a go-around into the circuit and after holding downwind for a period, due traffic, it landed without incident.□ Supplementary □ Performing manual VOR/DME 16 approach. On short final RWY 16 tower called to check gear. Gear confirmed to be still retracted with switch in UP position. Go around initiated to assess situation. Crew concluded that Before Landing Checks and Final Checks not performed. After performing all checks, landing was performed. Altitude of warning from Tower approx. 200-300 AGL, airspeed approx 80 knots indicated. Gear horn and/light did not activate yet. Several distractions during last portions of flight (more than normal altitude changes due to traffic, erratic fuel state indications on fuel-panel).□ Supplementary 29/08/14:□ The crew appears to have made an error which resulted in the landing gear not being lowered during the approach. There were no ATC aspects to note other than ADC's observational skills detected the problem and appropriate action being taken by the controller to alert the crew.□ CAA Closure:□ Distraction during critical phases of flight led to the failure of flight crew to complete checks. Both crew members failed to realise that the 'Before Landing' checks and 'Final' checks had not been completed. Flight crews were subsequently reminded of need to ensure that checks are completed at an appropriate stage of flight and in good time, to ensure that they do not conflict with increased workload during initial approach phase. Aircraft commander discussed this event at length with management.

201410762	06/08/2014	En route	Airplane	Nr2 Attitude Heading Reference System (AHRS) magnetic sensing unit failure.	EFIS CWP checklist actioned. Flight continued to destination.
201411446	18/08/2014	EGPM (SCS): Scatsta	Helicopter	Aircraft returned due to engine torque fluctuations	During climb engine torque fluctuations noted. After levelling and cruise power set fluctuations increased up to 10 percent between engines with corresponding Ng , TGT and NR indications. Power reduced and aircraft RTB.

201411596	05/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Crack found on transmission deck.	During after flight inspection, crack found on transmission deck aft and left of rear MGB foot. Visible part of crack measures 4cm and is 7cm left of aircraft centreline. Aircraft grounded until repair action completed.
201411798	22/08/2014	EGPC (WIC): Wick	Unknown	Runway incursion by an Airport Fire Service vehicle.	OPS1 requested permission to enter RWY31 and the Northern Taxiway. While I was granting this permission an aircraft called, interrupting my transmission to OPS1. OPS1 held position and I dealt with the aircraft requesting the present weather. Following this delay I instructed OPS1 to cross RWY31 and enter the Northern Taxiway. When I observed OPS1 had vacated the runway on the north side I removed the blocker strip from the runway bay only to later observe the OPS1 vehicle was back on the runway crossing in the opposite direction without further permission.

201411844	27/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Upper airstair door jammed.	Upon landing offshore the HLO was unable to open the upper airstair door. I managed to open the door from the inside; the door was closed without incident. Upon landing back at base, the ramp staff was also unable to open the upper door. I attempted to open the door from the inside without success. After consultation with an engineer the latch and the handle were manipulated by the crew and the door opened. As this is an emergency exit I consider it to be a MOR.
201411908	27/08/2014	EGPM (SCS): Scatsta	Airplane	Smoke from RH landing gear due to hydraulic fluid leaking from brake unit.	The following incident occurred after a normal visual approach and landing on runway 06. Reverse thrust and normal braking used. The cabin crew later said that on landing he felt the RHS of the aircraft was acting like the anti lock brake system on a car. Very shortly after disembarkation the FO carried out a walk round and immediately noticed smoke coming from the RHS main gear. He immediately informed myself and I carried out the memory items (CPT) and shut down all power on the aircraft and waited for the RFFS to attend. The only person on board at this time was the cabin crew and myself. The FO cleared the ground crew from around the aircraft. The fire serviced arrived and we asked them to carry out a thermal image reading of both main gear brakes. The first reading was (albeit a few minutes after landing) 70 degrees Celsius and the second a few minutes later was 55 degrees Celsius. After detailed inspection by the fire crew, they were agreed that there was no fire risk. Engineering inspected the RHS gear and found that a leaking brake unit was contaminating the discs with hydraulic fluid. And the subsequent braking was heating the fluid enough to cause smoke and adversely affect braking efficiency. A brake unit was positioned to the airfield and changed before departure. No further incident.

201411962	28/08/2014	EGPD (ABZ): Aberdeen/Dyce	Unknown	Overload of the Tay Sector at ScACC. Also a loss of separation.	I was working as Tay Tactical with a Planner plugged in. Holding had been in effect at EGPD since before I plugged in. Multiple aircraft (a combination of fixed wing and helicopters) were holding over ADN. Workload very high for both Tactical and Planner roles for over 30 minutes. Build up to the avoiding action: Multiple aircraft inbound to Aberdeen taking up the hold, from Tay sector, from the Military outside controlled airspace), from Moray sector all working me. Several aircraft asking for ETAs for EGPD. Aberdeen were unable to give me ETAs for inbound aircraft. Also the planner called at other times to ask for update but no information available from Aberdeen. Minimal time to communicate between myself as Tactical and my Planner due to workload of both positions. No flow on EGPD departures as far as I am aware. Multiple outbounds from EGPH via STIRA filed North West high level therefore requiring coordination with Galloway North, Westcoast, Central and Montrose North. Aircraft receiving a service outside CAS South of SAB. Avoiding action instance: Phonecall at approx. 1105 from EGQS Radar to Tactical phoneline only. While busy with Tactical duties, I answered the call as Tactical. QS controller had a quiet voice which was difficult to hear in a busy radar environment. I understood that the QS controller wished to perform a handover on two aircraft with me at this time. I asked if they had been given a clearance to which the QS controller replied, "No, I was told to ring with a handover." I informed the QS controller that I would have to get my planner to call him back. I asked my planner to do this. The planner was very busy at this time. Several minutes later I received another call from QS again only on the Tactical phoneline. I was unsure at this point whether my planner had spoken with QS as requested as there was no opportunity to speak with him. I answered the call as Tactical and QS again requested handover as previously. I understood he wished to enter CAS with both military a/c blocking FL190 to FL200. I believe the QS controller then issued avoiding action to these two aircraft still on his frequency against unknown military traffic West of ADN by approx. 20 to 30 miles. I stood by while this happened. I then gave a clearance to the military a/c to FL220 on track FINDO once clear of avoiding action traffic outside CAS, to be five mile separated from each other. I clarified this point that I needed five mile separation between both aircraft on entering CAS. My workload continued to build with airways traffic. Approx. 2 or 4 minutes later my planner pointed
201412522	06/09/2014	GRICE	Airplane	Loss of separation between SF340 and a C206 at FL80. Traffic info and avoiding action given. STCA activated.	Working as TAY T&P, I cleared C206 into the Strathallan Para drop area not above FL105 for a para drop. SF340 departed to the North. SF340 was instructed to squawk ident and fly heading 350 to start to get the a/c round P600 and clear of the para dropping area. A/c was also cleared to climb FL150. C206 was then cleared for drop. A few minutes later C206 said that the para dropping was completed and was cleared to leave CAS by descent. Just as I was preparing to bend SF340 further round P600, I observed C206 leaving the Para dropping area at FL90 descending. SF340 was climbing through FL77 at the time. I gave SF340 avoiding action turn to the left onto 270deg and passed traffic. I then once the turn had started instructed SF340 to stop climb and C206 to stop descent. Once clear I resumed the climb for SF340 and descent for C206. I was then relieved.□ Supplementary 12/11/14:□ The pilot of the C206 left the lateral confines of the Strathallan paradropping area whilst still within the lateral and vertical confines of CAS, without receiving a specific clearance to do so. The Tay controller gave timely and effective avoiding action to the SF340. □ Supplementary 02/12/14:□ Having been switched over to Scottish on 124.5, in the region of GRICE, we were given avoiding action by ATC. We were put on a westerly heading. (reading the plog it seems we were asked to stop climb @FL080). We didn't see any a/c near us and were shortly put on a heading and then given a routing to Perth and then onwards.

201413026	15/09/2014	EGPC (WIC): Wick		VCR AGL panel failure.	Unable to operate AGL system from within the VCR. AGL can only be operated from secondary location, which is the AGL cabin located outwith the tower building.
201413993	28/08/2014	EGPE (INV): Inverness	Airplane	Green laser attack.	

201414211	07/10/2014	EGPB (LSI): Sumburgh	Airplane	Rejected take-off due to configuration warning.	As power levers were brought through the 64 degree gate configuration warning sounded. Take off aborted and runway vacated. Pitch trim was set at 1.0 down, should have been at 0.0 neutral - under investigation.
201417042	07/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Contents of container loaded in aft Hold 7 discovered to have fallen out on arrival.	The Loading team opened the AFT hold to discover the contents of container AKH41919, which had fallen out. 7 bags were on the floor of the hold and over the locks. Thankfully the locks were not struck and knocked down.

201417673	18/12/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	PAN declared due to landing gear indication light failure.	I was working as the tower controller, the weather was good VMC and the traffic was very busy. Aircraft was a training flight following a company aircraft to final for RWY, with another helicopter on final for RWY. At this point they called a PAN with unsafe undercarriage indications. They stated that they would like to make an approach for RWY. I got the other traffic out of the way and instructed them to land. On landing they remained in the hover until they got their gear checked by an engineer before landing safely. Supplementary 18/12/14: Left-hand undercarriage light did not illuminate with travel light still illuminated. Check list followed, emergency declared, landing carried out with engineering assistance (indication issue).
201417715	15/12/2014	EGNM (LBA): LEEDS BRADFORD	Helicopter	Three aircraft targeted by a green laser.	

201500742	20/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Nr2 fuel feed selector indications intermittent.	Pilots reports that #2 system fuel select indications were not visible on the EICAS display, though occasionally intermittent. During ground testing, a whisp of smoke was seen to have come from the loom feeding into the #2 fuel select actuator. Upon inspection the wiring was found to have been damaged by connector P472. The individual wires were repaired and reprotected. Function check of the #2 fuel feed system was carried out satis.
201500910	23/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of task life limit. Discrepancies in maintenance database.	LU (lubrication - duplex bearing, swashplate assy) showed a to go of 286:56 on a 150FH interval. Last recorded accomplishment of this task was 247:12FH ago, but did not show it as overdue in APN25 as the to go figure was 286:56. Subsequent investigation revealed compliance with the task had been carried out 116:08FH ago.

201500939	23/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Aircraft failed to fly assigned heading on departure.	On duty as INT controller I issued a radar release of 140 to ADC for aircraft. He subsequently departed and came on frequency reporting to be heading 050. The aircraft was stopped in the turn to give a slightly wider routing away from the ADN hold and no other aircraft were affected. The report contains some data omissions due the fact it was submitted 26 hours after the event.
201501176	28/01/2015	EGPE (INV): Inverness	Airplane	Stall warning and stick shaker activated during landing.	Stall warner and stick shaker went off moments before touchdown. Engine anti ice ON and speeds set correctly. No airframe icing. Aircraft has ICE SPD switch operational. Captain said 'continue' for the avoidance of doubt, but it was as we touched down, so there wasn't any other sensible option anyway. Crew de-briefed afterwards.

201501677	09/02/2015	EGPE (INV): Inverness	Airplane	Rejected take off due to LH CTOT not achieving target torque.	A reduced power take off had been calculated and planned using method "C" with a reduced torque of 86 %. At 80 knots the ASI and torques where checked. The left hand torque gauge as reading 80%. A rejected take off was called at approximately 90 knots and the aircraft was brought to taxiing speed using ground idle and minimal braking. The aircraft was taxied back to stand to consult with LMC. Correct action by crew.
201411168	14/08/2014	EGPC (WIC): Wick	Airplane	Aircraft failed to comply with ATC instructions. No readback of any information or clearance limit. Pilot displayed poor understanding and use of English language.	A/c had filed a VFR FPL for a departure at 1100. At approximately 1120 he called me from the hangar for departure. The quality of the radio transmission was very good. However the pilot appeared not to understand any instructions given to him. I tried, unsuccessfully, to obtain a readback of the runway in use and QNH. The aircraft was then seen to taxi without clearance onto the loop taxiway. I instructed him to hold at 'E', but he stopped immediately. In spite of being instructed to hold position he then subsequently taxied past the holding point. Most of my transmissions elicited no response, although occasionally, 'Okay', and 'I take off', were heard. I requested a Local Standby as the aircraft's movements were so unpredictable. I also had a scheduled aircraft to taxi and depart. Once the scheduled aircraft was airborne at 11:32, I tried again to give taxi instructions to the a/c concerned, to hold 'C'. An unintelligent response was made, which appeared to contain the phrase, ''I taking off'. He taxied at speed through ''A', across the apron, then through 'B' and 'C', infringing the runway. I transmitted line-up instructions and the aircraft was observed to backtrack and then start a take-off run. I transmitted take-off clearance as he was getting airborne. I never at any time managed to get a readback of any information or clearance limit, and the pilot appeared not to understand basic aviation terms such as Stop, Hold Position or Readback. The events described have not been checked for accuracy against the appropriate RTF recording. EGPC 141120 METAR 31007 9999 VCSH FEW006 SCT010 BKN038 14/12 Q1008. CAA Closure: Pilot has undertaken extensive lessons to improve his English language. Italian Aeroclub advised.

201411373	16/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	GPWS warning activated on approach.	On visual approach into RWY 16, GPWS warning at 1000ft. Visual conditions continued to normal landing. Investigation under 201403829.
201501130	27/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Green laser attack.	

201409002	04/07/2014	En route	Airplane	Fumes in rear galley.	In the cruise, fumes were reported form the back galley. A smell of fuel or possibly a nail varnish type smell was identified. This continued for about 20mins. The initial actions of the Smoke QRH checklist were carried out. This cleared the fumes from the cabin completely. The flight continued normally. An emergency was not declared with ATC. An alert call was not made in the cabin or a NITS briefing given. The whole crew was debriefed on the ground after the flight.
201415786	09/11/2014	EGPB (LSI): Sumburgh	Helicopter	Engine rundown prematurely during shutdown checks.	Post SAR Dry winching instructional sortie (conducted entirely in the hover) just before completion of the SAR Shut-down checks, number 2 engine flamed out. Period between turning off booster pumps and reaching yellow handles shut-off was longer than normal due to instructional discussion. Landing fuel state was 150Kg (80Kg LH Longi Tank, 70Kg RH Longi Tank).Fuel state when engine stopped was 110Kg (60Kg in LH Longi Tank, 50Kg in RH Longi Tank).Shut-down checks completed. Engineering advice sought. Tech Log Entry made.

201416028	14/11/2014	En route	Helicopter	Main Gerbox Chip caption illuminated during cruise.	MGB Chip caption on in the cruise. ECL drills carried out. Caption extinguished on operation of chip pulse. Aircraft returned to maintenance base as per FSI. Tech Log entry made.
201417187	09/12/2014	EGPA (KOI): Kirkwall	Airplane	Rejected Take-off (RTO) due to configuration warning.	At start of take off roll a config warning sounded. Take off rejected at very low speed. AC checked. Condition levers were able to be moved about 1cm. Brake temp ok. Take off uneventful. Correct action by crew - Under investigation

201417577	04/12/2014	EGPE (INV): Inverness	Airplane	Green laser attack.	
201417982	27/12/2014	Shanwick		Operational duty In excess of SRATCOH.	Due to short staffing I worked 2hrs and 24mins on sector. The traffic levels were very high throughout and I felt under pressure, particularly when GAATS undertook a rollback procedure and a subsequent REDOS was required to restart GAATS. Should REDOS have failed there is no way in my professional opinion that we could have coped with paper strips given the number of a/c and staff shortages. I am aware of 4 other SRATCOH and/or enhanced relief busts during the morning. I am concerned that the incidents will be put down to GAATS problems and the fact that we were short of staff by a factor of 30% or more the entire shift will be forgotten. We simply cannot continue on this basis. The day before we were also 3 staff short which again equated to a shortage of more than 30%. These massive shortages are common and it's not difficult to identify this as a major risk factor.

201500245	08/01/2015	En route	Airplane	Severe turbulence encounters.	A/c reported encountering severe turbulence on climb out TC and met office advised.
201501118	28/01/2015	EGLC (LCY): London city	Airplane	Level Bust.	RJ85 climbing and checked in at 3500ft. The pilot asked if this was ok - and was told to descend immediately to 3000ft. An inbound aircraft was in the vicinity descending to 4000ft. It was spotted and stopped at 5000ft. The departure descended to 3000ft, and then informed the controller the level bust was due to a windshear waning. The flight was later climbed to 4000ft and transferred.

201501122	28/01/2015	En route	Helicopter	Local standby initiated for inbound aircraft with a technical problem. No emergency declared.	Radar co-ordinated aircraft 25 miles north east of the airfield inbound with an electrical fault, not declaring an emergency but wanting a priority landing. A local standby was initiated at 12.51, and the aircraft landed safely at 13.03.
201501832	15/02/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	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 parkede at hangar missed by engineers and flight crew. PAN declared.

201409771	19/07/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Inadvertent operation of the RH AP Hydraulics switch.	Following Tech Log entry, Captain was putting Tech Log down when it caught on the RH AP Hyd switch, selecting it off. Switch reselected immediately, no disturbance to flight path.
201412046	29/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Baggage discovered loaded above all three rear hold limitations on arrival.	

201414262	07/10/2014	En route	Airplane	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.
201415645	06/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	EC225 descended to 2200ft instead of cleared altitude of 2500ft. ATC missed EC225 incorrect readback. Standard separation maintained.	Level Bust with EC225. I was working as INT controller with radar position split between INT and FIN. I was controlling an inbound helicopter, EC225, inbound for an ILS at altitude 4,000ft on a Offshore Deconfliction Service over water. I descended the helicopter to 2,500ft on QNH 992hpa, the pilot read back 2,000ft and I thought I heard the pilot say 2,500ft. I caught the helicopter at 2,200 ft and told them to climb to 2,300ft. No separation was lost and helicopter was above terrain safe levels. Supplementary 12/12/14: The level bust occurred as a result of the pilot mis-hearing INT's descent instruction and reading back 2000ft instead of 2500ft. Similarly, an opportunity to prevent the incident was lost when the incorrect readback was not detected. Separation between other a/c and terrain was not compromised by the level bust.

201416470	21/11/2014	EGTF : Fairoaks	Airplane	Aircraft did not pressurise.	The aircraft was picked up from the Part 145(M) following out-of-phase maintenance work. All the work was signed as completed and the aircraft was checked and prepared for a private passenger flight iaw Company SOPs. The aircraft pressurisation tested correctly before T/O and the aircraft was transited to the passenger pick up airfield without incident at FL40. After collecting the passengers, under London Control, the aircraft was incrementally climbed towards its enroute altitude of FL260. The departure, climbing through approach lane, was busy. A pressurisation check was carried out passing FL50, which indicated normal. However, passing FL130 the CABIN ALT warning displayed and the oxygen masks deployed in the main cabin. The aircraft was immediately descended back to FL100 and a full assessment made. No signs of hypoxia were detected. Upon subsequent inspection, I discovered I had misread the cabin pressurisation gauge at FL50, reading the cabin differential of 0.5 as 1,500' cabin alt and the cabin alt of 5,000' as a differential of 2.0, approximately what I would expect. The cabin altitude now indicated 9,500' which was appropriate for an unpressurised aircraft at FL100. Although, the masks had deployed, the passengers were content to continue to their destination and there was sufficient fuel to carry out the rest of the flight at FL100. The flight was completed without further incident. Upon further inspection, with specific attention to the items affecting the aircraft pressurisation, it was discovered the left gear 'squat switch' was not connected. Under normal inspection, it appeared connected, as the nut and bolt had been replaced, and the lever arm hung in the correct position, however, upon touching the switch it moved freely. On arrival at the aircraft it was found that the LH squat switch was disconnected from the upper torque link. The hardware to attach the squat switch was still installed in the eye end of the squat switch arm. I preceded to actuate the squat switch to ascertain if the audible click of the switch was still present and check the security of the arm to the switch. I reattached the squat switch arm to the upper torque link of the LH main landing gear leg and safetied the nut with a split pin as per the manual AMM 32-60-00-201. A check of the stowage of the cabin oxygen masks was also carried out as they were reported to have deployed in flight IAW AMM 35-00-00-201. The aircraft departed with no further reported incident. The Maintenance Organisation is investigating possible causes for the disconnect and will
201416483	22/11/2014	EGLF (FAB): Farnborough civil	Airplane	BE200 in descent to cleared 3400ft was observed with Mode C indicating 3100ft. Standard separation maintained.	Possible level bust - BE200. I was vectoring BE200 inbound. I instructed the pilot to descend to altitude 3400ft but I later observed the aircraft's Mode C indicating 3100ft and descending. There was no confliction issues so I informed the pilot that his cleared level was 3400ft. I then observed the Mode C readout increase as the pilot climbed back to altitude 3400ft. The pilot made no comment and the remainder of the approach was uneventful.

201416492	23/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Overweight landing.	Cirrus fuel tankering sector planned close to MLW at 64.2T. Return cirrus fuel required 5.7 plus 0.2 ground plus 3.2 trip = 9.1T agreed with cirrus. Cirrus planned arrival RWY, variable westerly wind at planning stage, so considered both RWs. Discussion with TRM of possibility of increased load then we will decrease fuel by 1T, TRM said load would not change. Early climb, direct routing, straight-in RWY & final load increased by 200kg (FUEL PRED updated) reduced flight time to 59 mins. F/C discussed MLW during planning stage & flight. Approach was flown fully configured early to reduce to MLW on touchdown, we believed we had achieved this. However OVWT landing report was generated with 74 / 92kg overweight. Engineer contacted for assistance. Engineer's actions - Followed maintenance flow chart procedure resulting in " No inspection / nothing required". Flight crew both experienced in tankering fuel, but neither had experienced this issue before. FYI, further technical issues with aircraft included... Ignitor inop = Manual engine start, &□ Bleed inop = diff bleed setup & perf limits.
201416898	02/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Hydraulic quantity decreasing during flight due to leak from hydraulic tank.	On the ground just prior to push back and start, a status message R HYD QTY MAINT came on. In accordance with the MEL, we could continue the flight. I noted the hydraulic fluid levels prior to start and continued the flight. Near the top of climb we checked the levels again and noticed a significant decrease in the right tank. We waited till the cruise and checked again. Again there was a slight decrease. We monitored the hydraulic levels with the HYD page up on the EICAS and noticed that every 7 minutes the level was decreasing by 0.1litres. I contacted OPS, and a decision was made to return. The remainder of the flight was uneventful with a successful landing back. Main system hydraulic tank found leaking - replaced with new part.

201416954	01/12/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Hard left bank to avoid bird strike, pax debriefed via PA, flight continued without further incident.	
201417170	10/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Go-around flown due to windshear.	Very strong westerly winds (40+ knots) on approach dropping to 15-20 knots on the ground plus moderate turbulence downwind of hills caused a full reactive windshear warning on short final approach. Uneventful windshear go-around flown. Second approach conducted to successful landing without incident.

201417661	05/12/2014	EGBB (BHX): Birmingham	Airplane	Green laser attack.	
201501608	07/02/2015	EGPE (INV): Inverness	Airplane	SF340 in descent to R/W23 received/complied with a TCAS RA to "decrease V/S" against a converging PA28. Traffic info given.	TCAS against visual circuit traffic. PA28 was operating in the right hand visual circuit of runway 23. SF340 was joining on a visual approach on a right base from the north to eventually turn onto about a 6 mile final. Before PA28 had established downwind I advised the pilot that he would be number two to a SF340 joining visually from the north. PA28 Elected to extend downwind to follow SF340. SF340 first contacted me on right base. I gave it clearance to land along with traffic information and intentions of PA28. By this point I had both aircraft in sight. PA28 reported he had SF340 in sight when it was at about 6 mile final. It became evident from the atm that PA28 was converging toward the final approach track. I instructed PA28 to turn away and the pilot confirmed he was now doing so. I advised SF340 of the situation. SF340 continued to make a normal landing and reported a Tcas warning. The pilot later telephoned ATC and confirmed that he had a Tcas ra and was filing an acr. 10:20 Weather 26012KT 9999 FEW006 06/03 Q1038. Portree Regional 1033. Supplementary 12/02/15: TCAS RA whilst on visual approach. Aircraft was flying a visual approach under a basic service. Weather was CAVOK. Informed that the circuit was active with one PA28. Were advised that we were number 1 and the PA28 was number 2 and would extend downwind to position behind us. Became visual with traffic at approx 4 mile final where the PA28 was flying a very "tight" downwind at approx 500ft. Proceeded to get a TCAS traffic followed bay a TCAS RA "decrease vertical speed" which cleared almost immediately, altitude at the time was 1100ft. Both captain and first officer were visual with the traffic at all times and confirmed the aircraft not to be a risk and continued to land. ATC confirmed that the PA28 had advised that they were visual with us at all times. Correct action by crew.

201501621	03/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Unserviceable Pressure Sensor Unit (PSU).	Crew reported that the No1 PSU wasn't indicating any airspeed data but the altitude data was as expected, a drain and dry was carried out and the No 1 PSU now indicated all air data as expected however the No 2 PSU was constantly 30kts above what it should have been. On investigation it was found that the No 2 PSU was at fault and replaced, during the functional check of the new No 2 PSU it was noticed that there was no air speed data being displayed at all. On further testing it was confirmed this new PSU was U/S on fit. There was nil stock or in regional so we had to rob. The new PSU was fitted and tested as expected.
201501675	05/02/2015	EGPA (KOI): Kirkwall	Airplane	Rejected take-off due to ATC instruction.	Rejected Take Off Due to ATC Instruction. Just after we started the take off roll ATC cancelled our take off clearance without realising that we had started rolling. He had just been a given an amendment to our clearance from Scottish. We rejected the take off and around 40KTS. Brakes were not used and no brake cooling required. New clearance was copied and we lined up for another departure. Correct action by crew.

201501679	09/02/2015	EGPE (INV): Inverness	Airplane	ATC gave avoiding action.	Arc procedure for RWY 36. F/O as PF. Flap 15 selected half way around arc. F/O called for flap 20* which was selected by Captain. Config warning activated. F/O then asked for the gear to be selected down which silenced the warning. The move to select Flap 20* was done by Captain as F/O was under additional training to demonstrate what happens if do not follow SOP'S. Correct action by crew - Crew debriefed
201501772	10/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of inspection for sponson floats.	The sponson floats were installed as part of Sea State 6 Modification kit SSI 92-005B, Dec 2012 - Feb 2013. The individual floats were not loaded onto maintenance database to track the requirements. The floats were only found missing from there while looking for missing log cards during an ARC review. The aircraft reference tree was also missing the floats.

201414647	16/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Collective trim actuator runaway.	On level off the pilot flying selected airspeed out and soon after the crew noticed an increasing pitch up attitude. Initially cyclic was pushed forward. PNF saw a high rate of descent and PF noticed the collective fully down. At this point in time rate of descent was approx 2000 fpm and drop in airspeed was arrested above 80 kias. Collective was raised and PNF monitored tq and briefed PF constantly on performance. During recovery a pan call was made to ATC and a turn towards the airfield initiated. At the end of the recovery the aircraft had lost 500 feet and was in manual flight mode. (Uncoupled). In agreement with ATC cloud brake was achieved off shore and the crew came in for landing VFR. Successful landing was achieved as well as taxi in and shut down. Pax were briefed initially in the aircraft by the PNF during flight and later after shutdown by the captain, resulting in no further questions from pax. Response of emergency service was prompt and adequate. Tech log 2206 refers.
201414669	15/10/2014	EGPB (LSI): Sumburgh	Airplane	Cargo loaded and travelled on incorrect flight.	Extra Cargo loaded in hold. After landing informed by ground crew that an extra 44kg of cargo meant for a different company aircraft had been loaded into c2. Removed for subsequent sectors. Trim would still have been within limits for aircraft.

201414894	22/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	AS332 failed to comply with the departure heading. Standard separation maintained.	I was on duty as the INT controller, R/W16 was in use. Tower requested a release for an AS332 via EPFS and I issued a left turn heading 120deg. Shortly after, I observed the AS332 appearing on my radar climbing out on runway heading before starting a left turn. AS332 failed to stop at the assigned heading and continued its left turn. As the AS332 passed through about 080deg, the a/c made its initial contact on my frequency. I issued a new heading of 060deg, which the a/c flew.□ Supplementary 24/10/14:□ Prior to departure clearance given to crew was spike IFR departure climbing to 3000 ft and radar heading of 120deg. P1 was Pilot Flying and P2 Pilot monitoring. After getting airborne, P1 turned a/c in the climb but failed to stop on cleared heading after being distracted briefly by ATC call to transfer from Tower to Radar interrupting the after take off checks, and continued turning towards a standard Spike departure routing. On realising the error, P1 informed P2 and commenced a corrective turn to bring the a/c on to the cleared heading of 120deg. At that point ATC also saw the error and re-cleared the crew to a new heading of 060. TCAS indicated no transponding a/c in the area that may have caused a conflict. ATC then re-cleared flight direct to the Safe Caledonia. Flight completed without further incident.□ Supplementary 12/12/14:□ The captain of the AS332 had been distracted by the frequency change from ADC to INT, although there was nothing unusual in this instruction in terms of the content or timing of it. He was flying the a/c manually, rather than using the autopilot to capture the allocated heading, however this is a permitted procedure and he did not remember the heading he should turn on to. The First Officer normally monitors the progress of the flight to ensure compliance with the clearance issued, however the First Officer did not detect the error on this occasion. Separation between the AS332 and other traffic was not lost.
201416083	14/11/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Windshear warning.	Windshear caution after takeoff - thrust levers advanced to Max.

201416290	20/11/2014	EGPB (LSI): Sumburgh	Helicopter	Aircraft diverted due to cracked windscreen. Local standby initiated.	At 1057Z radar, pre noted 60 miles north west of the field diverting with a cracked windscreen, not declaring an emergency. A local standby was initiated for runway 15 landing safely at 11:46.
201416448	18/11/2014	EGPH (EDI): Edinburgh	Airplane	Rejected take-off due to autocoarsen high status failed.	On takeoff from Rwy 06, "Autocoarsen High" status failed to come on when advancing power levers. Take off rejected(at low speed), and aircraft returned to stand. Check of power levers 64 degrees switches carried out IAW AMM 76-10-00 P6 no fault found. No further reports to date. Previous history - CTOT (constant torque on takeoff) panel replaced 18/11/2014.

201416571	26/11/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Birdstrike during climb. Nose cowling damaged.	After departure, in the climb from 1000' to 2000' a loud bang was heard originating from the front left of the aircraft. An object was seen moving from the front of the aircraft along the side, immediately after the noise was heard. Crew determined the object to be a bird and the noise to come from a bird strike. No unusual indications or unusual behaviour from the aircraft was observed. Aircraft remained 3 cue coupled and the climb continued. No damage observed from inside the cockpit. Crew elected to continue flight, passengers were briefed as soon as appropriate via PA system and again once landed. ATC were informed on levelling 2000'. Tech log entry made, OPS informed at earliest opportunity. After landing bird strike was confirmed by damage to the nose cowling and the presence of feathers.
201416836	24/11/2014	EGPE (INV): Inverness	Airplane	Burning smell in flight deck due to P2 PTT wiring caused autopilot disconnection and electric trim interruption.	Crew report of autopilot disconnects when P2 transmits using PTT switch. P2 electric trim intermittent and P2 unable to transmit on PTT when P1 uses electric trim. Trouble shooting to reproduce trim fault, cockpit went dark (power loss) with an associated burning smell. TLS 7070 defect 1,2,3. 2 broken wires in right hand control column wiring harness found causing short circuit. Wires from plug J225 pins 2 and 4 to P2's control wheel. Both damaged wires repaired with inline crimps IAW standard practices. Functional test of elevator trim system and autopilot carried out while transmitting using P2's PTT switch - no faults found. Same occurrence also reported in April 2011.

201417701	18/12/2014	EGPM (SCS): Scatsta	Helicopter	Rejected Take-off (RTO) due to near collision with birds.	During take off a large flock of birds were encountered in the flight path. The PF elected to reject the take off. The aircraft was landed safely back on the runway. No birds were struck. The aircraft was backtracked on the runway and performed another take off.
201500429	12/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Tug travels past clearance limit of T1 and into confliction with EMB145 taxing along M to holding point M9.	On duty as GMC, "Tug59 + 1" requested to go from T8 to T1. I cleared ST59 to proceed initially to A1, which they read back. ST59 then proceeded through A1 in confliction with an EMB145 taxiing along taxiway Mike to holding point M9. I instructed ST59 to continue to T1 and told the EMB145 to hold position. Once ST59+1 were clear of Mike, EMB145 taxied to M9.□ Supplementary 13/02/15:□ Due to a lack of concentration the driver of Tug 59 forgot he had been instructed to hold at A1. GMC recognised the vehicle had not complied with the clearance issued, so took appropriate action to stop EMB145 to ensure there was no risk of collision.

201500569	15/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Go-around flown due to windshear on approach and a 20kt increase in airspeed.	Wind-shear on Finals RWY16 below 1000FT lead to an increase of +20 knots indicated speed. With power levers at flight idle speed increased to approx 165kts for a maximum 5 seconds with flap 15 selected, leading to a windshear go-around being actioned. Second Approach made to an uneventful landing.
201500848	18/01/2015	EGPD (ABZ): Aberdeen/Dyce		Sweeper vehicle crossed R/W23 without ATC permission.	RW23 Sweeping. During the course of the evening a lot of snow clearing had gone on. At near completion there was a Sweeping vehicle operating on RW23 entering the main RW34 as required via E6. The other sweeping team were operating on the Echo Apron with approval to enter RW34 via E3 and vacate E4. There were no aircraft in the vicinity. I noticed that the Lead Sweeper had entered RW23 via E7 without permission and had stopped at the start of the threshold. I cleared the Sweeper to continue to cross the threshold of RW23. Due to Sweeper 4 already clearing RW23 I presumed that this Runway was unavailable as it needed cleared however Lead Sweeper did not ascertain permission to cross. It was not highlighted to the Lead Sweeper driver on the R/T.

201501456	06/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	PAN declared due to engine chip warning.	Aircraft declared a PAN stating he had a technical problem with one of his engines. I acknowledged the PAN and instructed aircraft to set 7700 and informed the Watch Manager. Supplementary 6/2/15: Chip number 1 engine on return leg we confirmed indications and followed EOP's (engine reduced to idle). Engine brought to flight on finals and a precautionary run on landing was made, engine secured after landing. 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. A hair-like particle was found on the electrical chip detector. This particle will be sent to a laboratory for analysis and the result will be forwarded to the engine manufacturer field representative. In accordance with details specified in the maintenance manual, the amount and type of contamination is regarded to be within acceptable limits. However, there was an occurrence of a similar chip approximately 50 flying hours previously. A close monitor for a period of 25 flying hours was carried out following this with no recurrence of the warning and the aircraft reverted to normal maintenance. As a result of this chip warning and the previous one, the engine manufacturer representative has confirmed a module 4 replacement is required. To do this module replacement, the engine will be removed from the aircraft and taken to the Engine Workshops. A serviceable replacement engine will be fitted to the aircraft. Post fitment, ground runs and air tests will be carried out. If everything is satisfactory, the aircraft will return to service.
201500902	23/01/2015	En route	Airplane	PAN declared due to smoke and electrical burning smell in flight deck.	On duty as INT mentor with trainee, aircraft inbound calls PAN due to smell of smoke in the cockpit. Aircraft given heading and descent to expedite approach. FIN broke off helos on approach ahead. Aircraft straight in approach transferred. Aircraft lands safely at 0954. Supplementary 23/01/15: Approx FL120-FL110 descending. Nil passengers, cabin crew on the flight deck observers seat with the flight deck door open. Distinct electrical burning smell positively identified by all three crew members. Oxygen masks donned without delay by all three crew, and communication established. PAN declared requesting priority landing. Recirc fans turned off. Normal approach and landing onto runway then followed. We vacated the runway at taxiiway, stopped the aircraft and liaised with the fire crew over the radio. All crew stayed on oxygen, however there were no visual signs of fire or smoke. We decided to taxi the aircraft onto stand with the fire service following. The aircraft was shutdown, the crew removed their oxygen masks and vacated without delay. The burning smell was no longer evident. The fire crew entered the aircraft, confirmed there was no threat, and stood down. Liaison with engineers followed, and an entry made in the tech log. Crew debriefing undertaken in the crew room.

201500499	12/01/2015	EGPE (INV): Inverness	Airplane	Unsecured EMA (Electric Mobility Aid) discovered in Hold 4 on arrival.	EMA loaded unsecured and Loaded with baggage. Flight arrived on stand 13, When loading team opened the rear hold they found an electric mobility aid in hold 4 surrounded with bags and was not strapped.
201500909	23/01/2015	Not specified	Unknown	TCAS RA. Traffic info given. Standard separation maintained.	SF340 cruising at FL160 south of Wick routing direct to GRICE on a DC. I called military ATC to ask if there were any departures imminent and the departures controller co-ordinated his 3744 squawk climbing out not above FL150. I observed the military traffic passing FL100 and called it to SF340, who called visual. I then noticed the military traffic climbing rapidly passing FL144 and updated traffic. The pilot called still visual and advised he was taking a TCAS RA. It was too late to offer any lateral avoiding action as the blips were already merging. The military aircraft kept climbing to about FL155 before descending. I asked the pilot if he wished to report an Airprox. He advised that, initially no, but he would be putting in a TCAS report, which his company might consider upgrading to an Airprox. SF340 then descended back to FL160 and continued normally. Supplementary 26/01/2015: ATC advised us of an AC that was coordinated with Lossiemouth to 1000ft below our cleared level. At about this time we received a TCAS TA. Shortly after we gained a sighting of the a/c. A few seconds later we got a TCAS RA coupled with an ATC instruction. We disregarded ATC and followed the TCAS RA which was to climb at around 2000 feet per minute. We then regained our cleared level and continued enroute. All in all we deviated around 800ft from cleared level with the TCAS RA. According to ATC the other aircraft busted their cleared level. We were visual with the a/c at all times and because of this I perceive the risk was minimal.

201500959	25/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Unsafe ATC clearance. Traffic info and avoiding action given. Standard separation maintained.	Unsafe ATC Clearance. I was the ADC/GMC band boxed controller. An Airbus has just landed and C152 is lining up from E1. Fltnum 412A was about to turn downwind left hand for RWY16 from BOD. C152 was about to get airborne turning left for BOD then PHD/L. Traffic info had been passed to both a/c and a weather info call had been given to C152 by fltnum 412A. EMB145 had just left the compass base and taxied to E9, awaiting clearance to return to the Hanger. This is unusual (for me) as the aircraft is normally towed from the hanger across RWY23 threshold to the compass base. Fltnum 7MR was at M9 (P600). Another aircraft was taxiing out to M9 (P18). Airbus vacated; C152 is cleared for takeoff, left turn to BOD. EMB145 is told to enter RWY 16 via E9, turn left then first left onto RWY23. Strip is moved into the runway 16 bay. 23 check strip is placed in the bay C152 departs, is told that he will pass behind the helicopter, "no factor". I then tell fltnum 412A, "Change of plan route to final RWY23". (this was due to the 2 aircraft on M taxiway and my plan for maximum runway occupancy). Fltnum 7MR is instructed to line up via M9. I'm watching EMB145 going down RWY16 and fltnum 412A turning for RWY23 and I realise my mistake. I make a call to EMB145 to tell them not to turn onto RWY23 but to vacate 2nd left at E3. But I actually make the call to fltnum 7MR by mistake. EMB145 is on RWY23 and I instruct fltnum 412A that "landing clearance is cancelled, break off and orbit right 'till advised", which he acknowledges and does. I tell him about the Embraer on RWY23 and he reports visual. I then tell EMB145 to vacate E5 and taxi to the hangar. They acknowledge. I then tell fltnum 412A to report final for RWY23.
201501286	02/02/2015	En route	Helicopter	PAN declared and aircraft returned due to hydraulics issues.	Aircraft declared a PAN due to hydraulic issues. Handling not affected. Returned to departure airport and cancelled PAN at 0853 as warnings had cleared but continued back. Landed at 0900.

201501296	01/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Nr1 engine PT bearing pressurisation pipe damaged.	During work carried out, it was noted that there appeared to be fretting coming from the PT bearing pressurizing pipe rear sealing point where it attaches to the turbine casing. The pipe was removed to check the segmented seals, upon removal it was found that the fretting of the seal had caused damage to the flanged seal seating area of the pipe. One of the 2 segmented seals was worn almost completely away. This has resulted in the subsequent replacement of the pipe.
201417766	20/12/2014	EGPE (INV): Inverness		Control TWR evacuated due to fire alarm activation at 1409hrs.	Evacuation of Control Tower Building due Stage 2 Fire Alarm Activation. At 1409 I was on duty as ADI ATCO when the fire alarm in the control building activated. An individual was dispatched to investigate. The alarm panel indicated 'fire alarm BCU SATCO.' I made the decision to carry out a tower evacuation in accordance with Local Emergency Orders. ATC services were suspended. At 1418 AFS advised that the building was safe to re-enter. At 1420 ATC services were resumed.

201414591	13/10/2014	En route	Airplane	Aircraft pressurisation failed.	In the cruise at FL190 the aircraft started to depressurise rapidly. Within about 10 seconds the cabin altitude was at 19,000ft. The oxygen masks were donned and a descent to FL100 was requested of ATC and granted. The flight was continued at FL100 and the QRH page 6 followed. Investigation also under 201413022.
201414891	16/10/2014	EGPF (GLA): Glasgow	Airplane	Low speed RTO due to geese crossing R/W05.	During T/O roll at about 40Kts ATC inform us of a large flock of Geese crossing the RWY end. RTO at about 50Kts. Informed Cabin Crew and PAX reason for stopping. Geese estimated at about 100+. Carried out checks IAW checklist discuss brake cooling but due to slow nature of rejection consider as not a issue. T/O continued after Geese cleared no further.

201415493	31/10/2014	EGNM (LBA): LEEDS BRADFORD	Airplane	GPWS warning during take-off.	Established on the POLZX SID with 15degrees of bank in initial right turn the EGPWS caution "terrain terrain" "bank angle" and "too low gear" announced. The No1 radio altimeter was observed to remain at 30' for the duration of the calls. After two minutes the system returned to normal for the remainder of flight.
201416323	21/11/2014	Not specified	Helicopter	Departing EC225 climbed to 2400ft instead of cleared altitude 2000ft.	Lifted to return to base. Level at 1000ft. PF accidently set ALTA 3000ft. PM called radar and we were cleared to 2000ft. Carried out climb checks and crosschecked ALTA but read out 3000ft without registering that it should be set for 2000ft. Radar called us to check our altitude passing 2400ft - we realised our error and descended back to 2000ft. Highest altitude was 2500ft. Apologised and continued back to base.

201416797	17/11/2014	Not specified	Unknown	Avoiding action given.	Training flight to complete TRTO type rating. Student flying aircraft cleared to climb to FL100 passing MSA, ATC gave us a pop up traffic alert followed by avoiding action to turn right onto 360 degree from 270 - I took control and carried out avoiding action iaw SOP's - pop up traffic disappeared and ATC gave us direct to destination. Nothing seen on TCAS. Correct action by crew - SOP's followed.
201417106	09/12/2014	EGPA (KOI): Kirkwall	Airplane	Rejected take-off due to strong and gusting crosswinds.	Rejected take-off in strong and gusting crosswinds. SF340 operating scheduled flight. Cleared for take-off and commenced roll on R/W27, with surface wind given as 200/31G50 kts. Approximately halfway down the runway, pilot aborted take-off and reported doing so. Pilot requested to taxi back to the apron and delay departure until the gusting crosswinds had died down.

201417179	08/12/2014	EGPA (KOI): Kirkwall	Airplane	Suspected excess rudder movement.	After Landing, taxiing on the apron, suspected excess rudder movement. Rudder system inspected, rudder final drive rod end bell crank found damaged, bell crank removed, new levers fitted, bell crank assy refitted. Rudder cable tension & rudder system rigged, range of movement checked at wh 11.30" & 11.20".
201417921	19/12/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Corrosion found on epicyclic sun gear and the mating splines.	During scheduled Epicyclic replacement, corrosion was found both on the Epicyclic sun gear and the mating splines faces on the Bevel gear. Main module has done 1743.5 Hrs of 3000 Hrs TBO.

201417965	27/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Infringement of the Aberdeen CTA (Class D) by a C172 at 3700ft. Standard separation maintained.	At approximately 1340, C172 was witnessed entering the south-western CTA stub at an altitude of 3700ft without an ATC clearance. I observed for a couple of moments to ensure it was a full infringement in and not a long turn, as he continued in an easterly direction I queried the pilot that he had entered controlled airspace and what were his intentions. He stated that he intended to route towards Montrose. I gave them a not above 4000ft clearance inside controlled airspace, routing to the south towards Montrose. I then re-affirmed to the pilot that for future reference he had entered controlled airspace and that the south western CTA stub began at 3000ft. No other aircraft were affected by this. Supplementary 16/01/15: The pilot allowed himself to be distracted by a problem with his radio and lost situational awareness with respect to his location and the presence of the CTA. No other aircraft were adversely affected by the infringement which was detected and resolved by INT in a timely manner.
201418246	22/12/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Laser attack.	

201500544	15/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	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. Supplementary 15/1/15: AIRBOURNE OUT OF RWY 16 AND WITH POSITIVE CLIMB CONFIMRED F/O (PF) CALLED FOR GEAR UP. CAPTAIN SELECTED GEAR UP AND NOSE AND RIGHT MAIN GEAR RETRACTED NORMALLY, BUT LEFT MAIN GEAR SHOWED STILL IN TRANSIT. AFTER APPROX 20 SECS GEAR INDICATION TURNED AMBER AND A MASTER CAUTION 'GEAR FAULT' ALERTED. GEAR WAS STILL SHOWING NEITHER UP AND LOCKED NOR DOWN AND LOCKED. PAN DECLARED AND HOLD TAKEN UP AT ADN WHILST CHECKS WERE CARRIED OUT. HAVING WORKED THROUGH THE MALFUNCTION CHECKLIST CREW MANAGED TO OBTAIN GEAR DOWN AND THREE GREEN INDICATIONS. DECISION TO RETURN WAS MADE AND PAN LEFT IN PLACE AS A SAFETY MEASURE. ON LANDING CONTACTED FIRE ON 121.6 AND CAPTAIN INFORMED THEM HE WAS HAPPY TO TAXI BACK TO STAND. AIRCRAFT LANDED BACK AND ESCORTED AT A DISCREET DISTANCE. UPON PARKING GEAR PINS WERE PUT IN PLACE PRIOR TO DISEMBARKING PAX. 2 CABIN CREW
201500754	19/01/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Door/cowl caption.	On climb out noticed Door/Cowl caption flickering indicating doghouse cowling open, immediately RTBd.

201501301	29/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Misrouted baggage due to a tagging error at check-in. Triple 'A' non-compliance.	
201501110	22/01/2015	EIDW (DUB): Dublin	Airplane	Green laser attack.	

201501276	23/01/2015	Harding (Oil Platform)	Helicopter	Battery contactor disconnected and further issues including RT malfunction.	- In the descent close to the rig, we got WARN - ELEC - (Battery) + - Checked the ECL, drill that resembled fault the closest was Battery Failure, which didn't apply since it tells that both (+) and (-) should have disconnected - Decided to land offshore after talking to the rig expecting a quick fix from engineers - Engineering advice sought, unable shutdown due to high winds - After several hours rotors running on deck we got a one-time-release to fly back without passengers and lifted, which took almost 2 hours due to high winds. - 15 minutes prior coasting in, attempted to call dispatch, no response - CVFDR failed - Few minutes after initial attempt to contact dispatch still no response after second and third attempt. Since there was no audio feedback of the radio transmission in headset other crew member attempted to transmit. Again no response and no audio feedback. - Switched radios and frequencies with no positive outcome, all this time we were able to hear other station's transmissions on both radios - Intercom started to become less loud - Steady GOV light ENG #2 appeared, decided to give priority to lost COM due to proximity of the airfield maintaining VMC, squawked 7600 - Radar acknowledged loss of communication and gave us permission to continue towards the field asking us to confirm with a radio click (we were able to confirm reception of transmission with the radio click) - Carried out ECL drill for battery failure - Re-established both intercom and radio communication - During approach to the field in the descent, ENG #2 started banging loudly (compressor stall) - Noticed one bleed valve would not open, went around from left base RW16 to assess situation. Emergency declared at this time - ECL for bleed valve stuck closed reviewed Aircraft Details at the time of the Occurrence Environmental Details - During orbit close to field, bleed valve observed to open at very low power setting - Elected to land using steep approach to a rolling landing to allow for low power setting in order to keep the valve open - Briefed about potentially shutting down troubled engine if compressor stalls would develop into full engine surges - Landed successfully on runway and shut down after taxi back to ramp After note: HOURS process was conducted in order to return aircraft to base. However the problems experienced by the crew on their subsequent return will form part of the ‘lessons learned’ review following the HOURS process. Following successful RTB, maintenance actions included: Main battery replacement; Circuit breaker and Relay 24PE in battery box replacement
201501460	03/02/2015	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Overfly of maintenance (battery) due to database error.	Overfly on SLL of battery due to incorrect set up. This was due to no Date of installation being populated in maintenance database. This is a known problem that we have an automated report in another database that we can check. A new report was recently created in one to do the same job that highlighted this component, the other report was not showing it. Engineers were informed and battery was replaced prior to next flight.

201501521	28/01/2015	EGCC (MAN): Manchester/Intl	Airplane	Overspeed due to turbulence. Missed approach flown.	A/C oversped whilst in turbulence while trying to catch the glide from above. Windshear was being reported with A/C going around. We Started base turn in icing conditions and a tail wind of around 50kts, the A/C established on the LOC above the glide, in attempt to regain the glide flap 5 and gear down were selected. At around 2500ft the A/C levelled out and began to overspeed when in FLCH. A go around was carried out and another approach and landing made. Upon landing Maintrol were consulted and tech log entry made which was subsequently cleared by engineers.
201501600	06/02/2015	Warwick Castle	UAV (rotorcraft)	UAV collision with structure.	Conducting aerial filming. Filming around corner tower. UAV in stabilised mode. Wind flow around tower seemed to draw aircraft in towards structure and caused the aircraft to yaw, slightly changing the orientation for the PIC. Sun came out from behind structure during flight causing difficulty for PIC to maintain accurate VLOS with UAV and to verify correct orientation using LED indicator on aircraft. Aircraft drifted towards tower, caught a propeller, causing the aircraft to fly in direction of tower and collide with castle wall. Aircraft crashed into empty ground below tower. 50m cordon in place during operations. No injuries or damage other than to aircraft property. Land owners present at incident so fully aware of event. A 10ft distance will be kept from all structures. When flying at 10-20ft from a structure GPS home lock mode will be engaged. In this mode the aircraft will hold its position in the air to within 1m and fight drift. In Home lock mode, if the aircraft yaws in flight the orientation will remain as the direction from the PIC to the aircraft. The possible effects of the sun on VLOS will be noted in the onsite survey. PIC operating position will be chosen to avoid possible VLOS interference from sun light. Aircraft to be fully assessed by manufacturer and repaired or replaced as advised.

201501676	06/02/2015	EGPO (SYY): Stornoway	Airplane	Stall warning during flare.	Approach made with ice speed system ON, and flap 20 ice speed on speed bugs set. During the flare stall warner briefly activated, normal landing made without incident. Pusher did not activate. Under investigation.
201411082	13/08/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Uncommanded pitch up during initial climb.	On take off PF pressed GA once clear of deck edge and depressed trim released in a climbing attitude. Positive ROC and positive airspeed observed, and confirmed by crew, the aircraft climbed and accelerated as normal. At approx 45 IAS with good rate of climb aircraft pitched approx 15 degrees nose up and airspeed bleed rapidly to zero with collective pulling to approx100% in approx 2sec. PM called "High Nose up" then "speed" then intervened on the controls to push nose and collective down. Aircraft attitude/flight restored to normal. Aircraft flown back without incident using upper modes and fully coupled ILS to 34 carried out allowing the aircraft to capture at the bottom without incident.

201411118	19/07/2014	Overhead Nottingham City Centre	Airplane	Green laser attack.	
201411371	15/08/2014	EGPB (LSI): Sumburgh	Airplane	SF340 failed to follow cleared taxi route after landing.	After landing on R/W27, we were instructed to roll towards the end, turn around and hold abeam the R/WY09 PAPI's as helicopter traffic was due to depart from R/W33. Once the helicopter departed, we were instructed to taxi via Juliet to parking Stand 20. We actually taxied via R/W33 and Kilo to Stand 20. The weather was fine and clear and a helicopter on right base for landing on R/W33 was clearly visible. ATC recognised our mistake and advised the helicopter to slow in order for us to be completely clear of R/W33 and it was at that point that we realised our error. Once clear, the helicopter was cleared for landing and we spoke with ATC prior to our departure. On reflection, we taxied via the route we use probably 99% of the time and missed the relevance of being cleared via Juliet instead.

201411439	18/08/2014	Not specified	Airplane	Avoiding action issued to SF340 passing FL90 in receipt of a deconfliction service. No TCAS contact.	Passing FL90 in VMC @ approx 200kts HDG 360. Operating under deconfliction service. No TCAS contact. ATC (134.850) informed of traffic and suggested avoiding action onto HDG 030. Nothing seen by crew, Auto pilot disconnected and turn on to HDG 030 initiated. ATC reduced traffic service afterwards due to "high intensity weather contacts". Continued en route and able to maintain VMC for duration of the flight.
201411632	22/08/2014	EGEW (WRY): Westray oi	Airplane	Cargo door discovered open and unlocked on arrival.	On landing after a short flight from WRY the cargo door was discovered to be open and unlocked. The cargo door had been opened on departure to unload/load bags and freight. I received the thumbs up prior to start and was surprised to find that the door was unlocked on arrival. Airflow and balanced turns meant that the door remained closed in flight and nothing was reported as missing on arrival. Under investigation.

201411635	22/08/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Loss of comms on frequency 128.300 during final approach.	Conducting VOR/DME approach to R/W34, FO PF, Captain PNF. All ATC frequencies were quite busy due to aircraft weather avoiding. We were working Aberdeen Director 128.300, and had reported radial inbound, and were cleared to descend with the procedure. Workload is quite high on non precision approach, and we had been requested to maintain 160kts to equivalent 4nm. On completion of landing checks, we were fully visual and stable. We realised that we had not been handed across to Tower (118.1) and called Director to ask if they wanted us to change frequency. We were unable to get a response, so as we were passing 1000', changed frequency and asked for confirmation that we were cleared to land. Tower cleared us, and a normal landing was carried out. As we taxied to stand, we did question whether we had missed a call to transfer to tower, as it had been a long day and we both felt tired. However we were sure that we had not. We asked ATC if there had been a problem with the comms frequency and were advised that there had been some sort of comms failure. After leaving the aircraft, we rang ATC and were advised that ATC had experienced a problem on Director frequency with "white noise" blocking the frequency, rendering it unusable. We confirmed that we heard nothing, so ATC believe it was an internal systems problem.
201412187	28/08/2014	BW Athena	Helicopter	Multiple autopilot failure.	After committing to the deck, the crew received the following indications: AP1 FAIL, AP2 FAIL, AFCS DEGRADED and the aural "AUTIPILOT". The PF controlled the aircraft and the PM re-engaged the AP1 and AP2. Landing and flight continued without further incident.

201412393	03/09/2014	EGPB (LSI): Sumburgh	Helicopter	Loose pin found from lifejacket.	Following last flight, I was checking the cabin when I found an unidentified pin (unthreaded bolt) around 1 cm long, it was found close to the back row of seats. I did not think the small pin was part of the aircraft but more likely to be part of the new Lifejackets. The pin was then taken to a staff member who identified the pin as part of the nose blocker assembly from a Lifejacket.
201413146	16/09/2014	EGPM (SCS): Scatsta	Helicopter	Loss of separation between a SB2000 and a S92. SB2000 initiated missed approach and instructed to climb straight ahead to FL60.	I was the ADI/ APP ATCO. SB 2000 was holding overhead the 'SS' NDB after one missed approach, maintaining 4000ft Alt. S92 came on the frequency at 2000ft Alt, 25nm from EGPM, requesting an SRA approach. He was informed to report at 15 miles. Before reaching this point however SB2000 requested another approach, which if unsuccessful would necessitate diversion to EGPD. In order to change the order I descended SB2000 to 3000ft, initially informing the S92 to hold on a racetrack between 15 and 20 miles. The SRA controller informed me that S92 was merely orbiting at 15nm, so the aircraft was instructed to proceed outbound, and to pass projected estimates for EGPM. SB2000 was cleared for the NDB approach, but to maintain 3000ft until further instructed. Once S92 passed 22 miles from EGPM, with a projected estimate greater than 10 minutes beyond the estimated landing time of SB2000, the SB2000 was descended through the level of the S92. S92 was still continuing away from EGPM at this point. SB2000 executed a second missed approach, and was instructed to climb straight ahead to FL60. At this point S92, and a further SK92, were instructed to route towards the airfield at 2000ft and 3000ft respectively. SB2000 was given own Navigation to the 'SUM' VOR on passing FL40 and transferred to Sumburgh Radar

201413977	02/10/2014	EGPF (GLA): Glasgow	Airplane	GPWS "too low flap" sounded on final approach due to incorrect flap setting.	VOR/DME approach required due to ILS checking in progress. Captains approach, Flap 20 asked for 1/2nm before start of descent, landing checks called for and actioned. Captain believed he saw flap 20, selected and indicated. At the 500ft stabilised call Captain conducted "paranoid checks" (props, gear, flaps and auto coarsen) realised flaps were not set and called for flap 20, at the same time "TOO LOW FLAP" sounded. Decision was made to continue as the flight checker aircraft was in the hold at 3000 ft and numerous aircraft were on the approach. On the ground the crew debriefed how the event could have happened. Flap 20 not correctly selected by the FO and missed on landing checks by the Captain due to "confirmation bias" (sector 10 of 10 in last 2 days). Under investigation. Captain aware that his decision should have been a go-around as the approach was unstable.
201415006	09/09/2014	EGPH (EDI): Edinburgh	Airplane	Green laser attack.	

201415272	26/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	White laser attack.	
201415296	26/10/2014	EGPH (EDI): Edinburgh	Airplane	Smoke observed from ground power unit. Airport Fire Services attended.	With the aircraft fully boarded and main door closed we were waiting on stand for a ground team to start and push us. During this wait we noticed the airport fire engines emerging from the fire station with blue lights flashing and driving in our direction. Having heard nothing from ATC and not observing any problems we questioned tower as to the problem as there were now 3 fire appliances parked on the right hand side on the aircraft. It was only then that ATC stated there had been a report from another aircraft taxiing behind us of smoke from our ground power unit. We were asked to contact FIRE 1 on comm 1 and they indeed confirmed that was the case. They also recommended a precautionary deplane while they dealt with the problem. A deplane was then carried out and the passengers moved away from the aircraft. Very shortly after the last passenger was off the plane the fire chief confirmed that there was no further risk and we re-boarded the passengers. Incident under investigation.

201415576	31/10/2014	EGPD (ABZ): Aberdeen/Dyce	Helicopter	Accidental deployment of RH rear float.	While attempting to isolate a short circuit, which was causing spurious warning lights to illuminate, the right hand rear float inadvertently deployed. I believed that I had safely isolated the damaged section of wiring harness by removing the relevant connector. I subsequently discovered that the connector was incorrectly identified and fitted in the wrong position. As a result of this, and unknown to me, the primary squib circuit was still connected. When I reconnected the floats distribution unit the primary squib fired deploying the float. (I have subsequently repaired the damaged wiring harness, refitted the connectors in their correct positions and ensured that they are now correctly identified.)
201416643	27/11/2014	EGPE (INV): Inverness	Airplane	Hold netting found undone and ballast found not spread evenly upon aircraft arrival.	At approximately 18:48 when the flight parked on stand 22 the ground handling agents discovered that the netting inside hold 7 was not secured and furthermore the ballast was not spread evenly which had the potential to move in flight.

201416716	27/11/2014	EGPE (INV): Inverness	Airplane	Flight crew injury.	After landing and shutting down, F/O bumped his head against the metal oxygen outlet. There is no guard installed on the oxygen outlet system.
201417806	20/12/2014	EGPM (SCS): Scatsta	Helicopter	Fire caption illuminated due to APU wet start causing smoke and flames from exhaust.	During an APU start, fire caption illuminated. APU shut down was initiated and the fire caption cleared. The APU had a wet start which caused a lot of smoke and flame from the exhaust. This may have caused the Fire Warning to illuminate. The exhaust pipe was removed and the power turbine inspected, NFF. A boroscope inspection was carried out with no damage evident. Trouble shooting continues and this ASR will be updated.

201500141	06/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	EMB135 travelled past clearance limit.	I was on duty as the GMC and the weather and visibility were superb. I had a few aircraft already pushed from the main stands 1-9 when DHC8 arrived. As his path was blocked to stand by the aircraft pushing, I instructed him to taxy to holding point M3. EMB135 then asked to taxi from one of the side stands 10-17 and as I had already instructed the DHC8 to proceed to M3, I instructed EMB135 to taxi to holding point D1 (this holds short of the M taxiway). As DHC8 passed M4 en route to M3, he appeared to slow up and shortly after this I observed EMB135 go beyond his clearance limit of D1. I immediately instructed EMB135 to stop, which he complied with. I then advised him he was only cleared to D1 and he apologised. I could not see if there was enough room for either aircraft to continue taxiing, so I called for a marshaller to advise which was the best option to continue and he advised it was best if EMB135 taxied first. During this time there were other calls to push and tow aircraft, which I refused until the situation could be sorted. There were no further incidents with these aircraft. Supplementary 16/01/15: The First Officer had incorrectly written down the clearance limit being M1, despite having been issued with and read back D1. When the Captain became concerned that the position of other aircraft painted a different picture to that which he had been expecting, he sought confirmation from the First Officer of the point to which they had been cleared and it was during this process that GMC instructed the crew to stop as they had already taxied beyond D1. With the DHC8 already having come to a stop short of Taxiway Delta, there was no risk of collision had the EMB135 not come to a halt.
201500169	06/01/2015	EGPB (LSI): Sumburgh	Helicopter	Aircraft diverted due to engine instrument failure, AMC line fail.	Radar advised aircraft diverted with an engine instrument failure. Local standby declared at 15:14. Aircraft landed safely on runway 27. Local standby stood down at 15:28. Supplementary 06/01/15: During cruise at 3000' CAUT illuminated with associated ENG caption on the CWP, the Nr increased and on both EID screens the VMS information disappeared and was replaced with red arcs and AMC LINE FAIL. With the expectation that we had experienced the 'AP COM' known issue, a timer was started but the failure did not reset. Aircraft descended to 1000' to attain VMC, ECL consulted with relevant drills actioned before turning towards diversion airfield. ATC informed, passengers briefed and updated throughout. Due to the lack of engine information available a run-on landing was completed on arrival. Passengers disembarked and debriefed in the terminal.

201500801	20/01/2015	EGLL (LHR): London/Heathrow	Airplane	A330 failed to comply with ATC assigned approach speed, resulting in an A320 being broken off approach. Traffic info given. Standard separation maintained.	A320 broken off approach due to A330 slowing early. A330 slowed early on the approach and A320 was flying 190Kts rather than the 180Kts they should have been doing. As a result vortex separation was going to be lost. A320 was broken off the approach and re-sequenced.
201411496	21/08/2014	EGEN (NRL): North ronaldsay	Airplane	Pilot's external door handle missing.	After taxiing in and parking it was discovered that the pilot's door external door handle was missing. A search of the runway did not find the handle. The door could still be opened and closed/locked from inside. No other doors were affected. On getting airborne again, a search of the departure runway was instigated but no handle found. With the exception of a short overland section, my outbound flight was conducted wholly over water and in all likelihood the handle is in the sea. Under investigation.

201415124	21/10/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	Loading error found on arrival.	The offload was passed as 4 ULD's in the aft hold pos 31,32,33 & 41 when the ramp team opened the hold they found that pos 41 was empty but a bin in 42. On investigating they found that the locks were down in pos 41 and that the bin had moved into 42 during the flight.
201501001	26/01/2015	EGPD (ABZ): Aberdeen/Dyce	Airplane	Aircraft landed after the Touch Down Zone (TDZ).	Following a stable approach into RWY, during the flare, the aircraft drifted above the glide, though correctly aligned visually with the PAPI lights. Speed was c.12 knots above Vref but correcting. Below ten feet on the radalt we felt what we thought was the main wheels touching down, very gently due to the damp runway and the low descent rate. This was abeam the last TDZ marker. However, a couple of seconds later, a more pronounced contact indicated that the wheels were now actually in contact with the runway, spoilers deployed and braking commenced. With the speed at about 110 knots and the 900m lights approaching, PNF called "maximum braking" (90/900) and elected to take control, employing reverse thrust to ensure that the aircraft would be arrested in a timely manner. Ultimately we reduced to a safe speed and made a taxiway exit prior to the end of the runway. I would attribute the deep landing due to a slightly high flare and misleading visual clues from the PAPI and the unfamiliar (for PNF) visual environment - leading to the (falsely) perceived touchdown. In retrospect I, as PNF feel that I should have called for the speed to be reduced nearer to Vref during the latter stages of the approach and warned of going high on the instrument glidepath, despite the correct appearance of the PAPI.

201501175	29/01/2015	En route	Airplane	FL deviation due to local restriction and distractions due to RH engine intake caution.	Issued a local restriction to FL40. Transition for Origin Airport is 3000ft. QNH was around 970. A right turn out was requested due to heavy snow showers. After departure once the gear handle was selected up a right engine intake caution chimed and followed by ATC requesting us to turn left for company inbound. at 2800ft the crew began to set QNH but due to the low pressure and distraction on 1013hPa their flight level was around FL44. Descend to FL40 to re-establish on correct assigned clearance. A heavy workload was experienced due to multiple distractions due to the caution and ATC during busy time in the flight deck. Low QNH should have been recognised prior to departure, local clearance received just prior to take-off clearance.
201412725	10/09/2014	EGPD (ABZ): Aberdeen/Dyce	Airplane	FK50 taxiing across R/W16 turned right instead of left, into potential conflict with a landing EC225. Traffic info given.	Aircraft crossing runway turned wrong way. It was very busy - with both inbound and outbound aircraft -compounded by the use of Runway 23 as an aircraft parking area - limiting all helicopter arrivals to runway 16 integrated with the fixed wing arrivals. A FK50 aircraft parked on the east Apron had been waiting to taxy across the runway to the Terminal Stands to pick up passengers. When GMC asked me if they could taxy to Holding Point E3 I initially said 'NO' as there was still a backlog of arrivals plus departures. GMS then advised me the aircraft had been waiting for a considerable time so I consented to it going to E3 and that I would send my next inbound for that apron to E2. With the aircraft at E3 I formulated a plan that would get the aircraft across the runway with minimal delays to other aircraft. By this point my relief controller had arrived and I had told him to listen for a while and I would slowly brief the hand over as I could. I briefed my relief on the plan to get FK50 across the runway - this was to wait for a landing A320 to pass E3, get FK50 to enter the runway turn left (south) and then vacate at the runway 32 intersection (A4) - this would enable (under sectorisation) an approaching EC225 to land on 16 and vacate on runway 18/D2. Note: I would have preferred to land the EC225 vacating M5 but that was not available due to a departing helicopter holding there. The relief controller agreed with the plan and at the appropriate moment (after the landing A320 was past E3) I gave the instruction to FK50 to 'Taxi through E3, turn left on the runway and to then vacate first right on runway 32' the response from the pilot was 'Say Again'. I repeated the instruction at a slower pace and as far as I was concerned with even greater clarity of speech. As far as I remember the pilot read it back. At that point I finished the hand over to the relief controller with a brief piece of information on one other aircraft and the relief accepted the hand over and moved the control switch from my headset socket to his. As I started to move away from the position but before unplugging my headset, I realised that the FK50 had turned right instead of left and was now in potential conflict with the landing EC225. I automatically tried to transmit a warning but my headset was no longer live. FK50 was already vacating the runway at the 23 intersection (D2) - it is a very short taxy from E3 - D2 before I could draw the relief controllers attention to the potential conflict. He then got both aircraft to stop moving whilst he sorted out the situation.

201417456	15/12/2014	EGPB (LSI): Sumburgh	Airplane	Serious Incident: Total loss of elevator control following a lightning strike on approach. Damage TBA. 32 POB, no injuries. Subject to AAIB Field investigation.	